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A Disservice to Conservation

• Intelligent approach to the problems of water pollution and its correction calls for careful scientific study of the biological, hydrographic, chemical, technological and economic factors involved.

Determination of how the water resources of state and nation can be used without impairment and pollution is a task for specialists in varied fields of science.

Research must be free if its findings are to have value; and scientists must conduct their studies without instructions as to what they are to find, or threats if they do not do so.

Any scientist who is worthy of confidence will report the results of his research as he finds them, even though they may run counter to prior belief and private interest. (Suggested reading: "Ethics of a Scientist," Page 18, *PACIFIC FISHERMAN*, August, 1956.)

Any user of the natural resource of water—perhaps the greatest of all natural resources over which Man can exercise broad control—must be prepared to accept the research of science, even though it may be unfavorable to his direct interest.

The research may need to be repeated, the technique may need to be polished, the interpretation may need to be reviewed—but because the facts found are not favorable to a private interest is no reason for a group of businessmen using the water resource to demand the scientific scalp of the man who directed the research.

To do so is a sure way to destroy public confidence in ones position.

When the organized oystermen of the Pacific Northwest made public, written demand for the dismissal of Cedric Lindsay, chief shelfish biologist for the State of Washington, they rendered a disservice to the anti-pollution cause and the conservation of the water resources of the region.

Now Restore the Safeguards

• In its August issue, under the heading "Sidetracked Safeguards", this journal editorially criticized Wesley A. D'Ewart, then Assistant Secretary of the Interior, for denying the American Fisheries Advisory Committee the right to discuss individual projects on which expenditure of Saltonstall funds was contemplated.

Interior policies enunciated by Mr. D'Ewart, and criticized under the title "Sidetracked Safeguards", put this committee under a gag in these words: "Discussions of this committee must be confined to broad subjects of policy rather than to individual project proposals".

• Now, with the Saltonstall act continuing and $2,000,000 more available for the current year, a special meeting of the American Fisheries Advisory Committee has been called for October 11 and 12 at Chicago.

This meeting offers a prime opportunity for Secretary of the Interior Fred Seaton to reactivate the safeguards Congress provided and to restore to this committee the responsibility for which it was created: experienced advice as to the needs of the industry, and the projects which can serve them best without squandering.

The Versaggi Brothers' new twin shrimpers—the *Sugar Daddy* (above) and the *Night Hawk* (right)—as they put to sea. Both trawlers feature Twin Disc Marine Gears *and* Front PTO's.

TWIN DISC is standard on Versaggis' new TWIN trawlers

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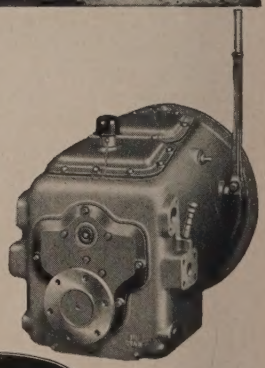

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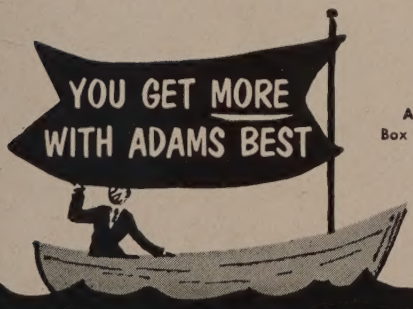

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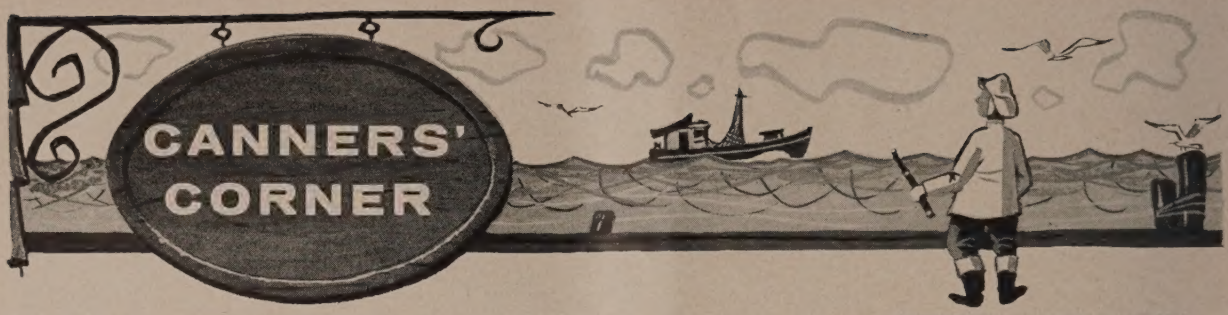

Q. Who pioneered the vacuum-packing of salmon?

A. American Can Company! Canco research scientists proved by test packs that thermal exhaust is not necessary to produce a high-quality product.

Q. Is it true that Canco is a factor in establishing canning standards?

A. Yes, indeed! For years, Canco has been cooperating with trade associations and government agencies on the problems of fish-canning technology. Canco has also assisted in establishing standards for product quality and plant sanitation.

Q. What regular services does American Can Company offer to fish canners?

A. In addition to well-designed, well-made containers, Canco provides competent closing-machine service; prompt supply from conveniently located plants; and technical assistance on every phase of canning.

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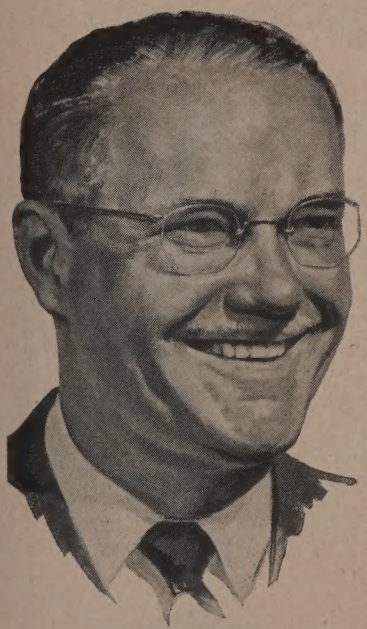

Engineers knew *friction* caused gasoline and diesel engine wear. But Shell scientists suspected there was a hidden villain—even more destructive.

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group of 150 boats using over 200,000 Spongex floats.

Mr. Mason Case, general manager of the Cooperative, which incidentally is the largest fish producing organization tonnagewise in the nation, says, "Spongex floats have a very small replacement factor, occasioned only by accident—the breakage average in four years' experience is about 1% per year. The proof of their success is shown by the fact it's the only float we can sell today".

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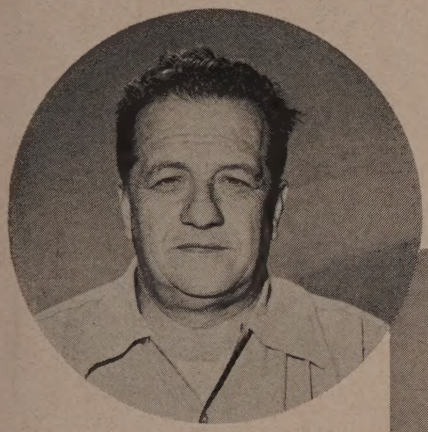
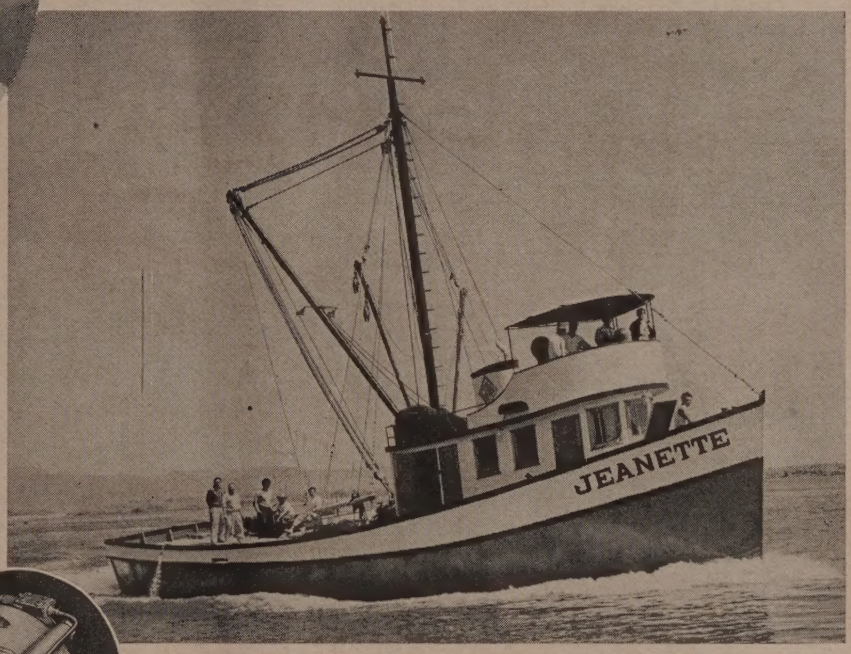
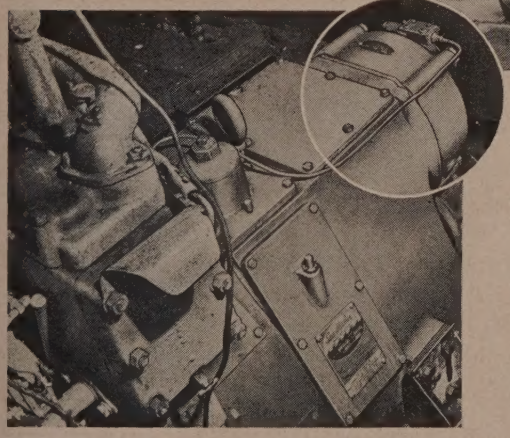


"... because they have proven themselves in over four years of tough service in six of our shrimp trawlers. We have never had any trouble with Western Gear Sea-Master gears. Since the power take-off is combined with the reverse-reduction gear it gives more power, easier operation and longer life. Much of this good performance is due to the Flex-Master coupling in the gear. The Flex-Master takes the shock off the engine. And the whole installation takes up less space."



The 65-foot trawler "Jeanette," *one of a fleet of 40 fishing boats operated by Congeladora del Pacifico of Mazatlan, is equipped with a Western Gear Sea-Master Model 60. Past performance proved that Western Gear stands up under rough, tough going ... assures peak performance when every minute counts ... can be depended upon for years of maintenance-free service.*



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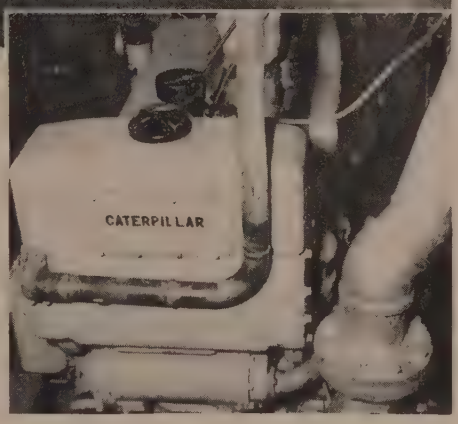

Here's the *Myrtle L,* showing her heels as she heads for sea. Owned by Dale Martin and Louis J. Gaebe, she fishes for yellow tail, skipjack, albacore and tuna out of San Diego, California.

When this 45-footer was new, ten years ago, two Caterpillar Diesels were put into her—a D13000 for propulsion and a D3400 for auxiliary power. Today she has a Cat D337 turning the 42″ x 30″ wheel, giving her more speed and power. The D3400 is still on the job.

Co-owner Dale Martin says: "We operated this boat from the start with the D13000 Engine, and were so well pleased with its performance that we chose the Caterpillar D337 when we repowered. The old engine gave us 21,000 hours without a single failure at sea. And the auxiliary D3400 has had only three overhauls in more than 28,000 hours."

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PACIFIC FISHERMAN SEPTEMBER 1956

1956 Alaska Salmon Pack—

Better, but Still Below Average

• Ups and downs of the Alaska salmon season of 1956 just about off-set each other and the summer season ended with a pack close to 2,500,000 cases—somewhat above 1955, which was extremely poor.

There was some up-grade in composition over the previous year, however, with a run-up in Reds. *Pinks are off sharply.*

The better-than-anticipated Red results came as a general surprise, and applied in all districts.

Actually, the Alaska fishing season wasn't nearly as good as a lot of people were led to believe by the stories in the newspaper press. It had been so long since there'd been a run of fish, and limit flags flying, that the papers played it up like a Bonanza.

There was a nice run of fish to Bristol Bay, true; but it came late and didn't last too long. Moreover, there weren't enough canneries operating to take full advantage of it.

Moreover, you don't pay-off on newspaper stories, and the sober fact remains that *the Bristol Bay pack, while the best since* 1952, *still was* 220,000 *cases less than the* 10-*year average.*

• *BRISTOL BAY*—The excellent Red salmon runs in the Naknek-Kvichak and Egegik areas came as a grand surprise. Although Nushagak also was up in pack, the experience there was distinctly disappointing as greater improvement had been forecast than actually came about.

Not in a long while had limit flags flown from Bristol Bay canneries, and packing pressure was like that of the good old days. Actually, there were only 8 canneries in operation, packers having consolidated activity to the extreme in anticipation of another short run everywhere except on the Nushagak.

Another cannery or two ready for operation would have resulted in a substantial increase in pack, which was held down by the necessity for putting the fishermen on limits.

• *PENINSULA*—Both sides of the Alaska Peninsula did very well, showing a big gain in Reds. Actually, the pack on the North Side was the largest of this species since 1940, a condition which probably could be traced to off-shore operations of seiners until they were barred out of the high seas fishery by the FAWS "crash" order closing the high seas to fishing north of the Peninsula and east of 162° west longitude.

Chignik had its best Red pack since 1949, but was understandably short on Pinks.

Kodiak couldn't come up with a big pack of Pinks three years running and the pack of this grade dropped back to off-year levels.

"Good Average" Rating For B.C. Salmon Season

• Despite dire predictions and arbitrary restrictions on Sockeye fishing, the salmon season in British Columbia in mid-August was, generally speaking, better than had been expected.

The catch of Sockeyes in the northern areas had been surprisingly good. The run of Chilko Sockeye to the Fraser had pretty well confirmed the predictions. Escapement almost everywhere had been satisfactory.

The 1956 salmon season, according to mid-season indications, would probably go down in the records as a "good average". It was still too early to assess the Pink pack and Chums hadn't showed at all; but Cohoes were reasonably plentiful and no one appeared to be worried.

Early Sockeye operations in the North set a favorable pattern for the season, with about 1,000,000 fish being caught in Rivers Inlet and half that many in Smiths Inlet—a showing regarded as surprisingly good. Furthermore, the average size of the fish was large and individual Sockeyes often brought $2 or more to the fishermen. Fishing on the Nass was fair.

Sockeye fishing on the Skeena was closed in July except for the last 48 hours, but the harvest during that brief period was almost as large as for the whole fishing time in that area last year.

There were signs that the run on the Seena had definitely improved and that it was building up again after the effects of the Babine canyon slide four years ago. The escapement was described as almost normal, with more than 100,000 fish having passed the counting fence on the Babine by August 15, with many more to come. Fisheries department officials estimated that the escapement might be as high as 500,000 fish.

● *COOK INLET* hit a fine pack of Reds, which ran strictly according to cycle, and in volume which surprised the most sanguine. Pinks were 'way short of the cycle, true, but 300,000 cases looked pretty good to the Inlet crowd.

● *PRINCE WILLIAM* Sound, after two years of virtually complete closure, came back rather well, packing above 185,000 cases of Pinks alone. This was the pay-off for the Farley Plan which was applied in 1954. Results were in sharp contrast with Southeast Alaska experience.

● *S. E. ALASKA* — Disappointment was general here. In the Pink cycle year, 1954, the Farley Plan 50% reduction in fishing effort was put into effect, being continued in 1955. Theoretically, it should have paid-off in a substantial run this season, but this did not materialize.

Not only were the Pinks scarce, but they were extremely small, particularly at the start of the season. Small fish often are supposed to be dwarfed by the competition of great numbers, but this theory found no confirmation in the facts of 1956.

● *FRI FORECAST*—Much interest attaches to the fact that the Red salmon run to the Nushagak system of Bristol Bay apparently fell short of the 5.5 million fish forecast by the Fisheries Research Institute, which in the two preceding seasons had predicted the Nushagak run with remarkable accuracy.

Full data on the Nushagak run, catch plus escapement, and excluding fish brought from other districts to Nushagak for canning, was not available at presstime, but there seemed little doubt but that the total would be short of the prediction.

Dr. W. F. Thompson, director of the F.R.I., recalled that when he made the forecast at the annual Fisheries Research Conference in Seattle last March he said:

"Forecasting fish runs is a dangerous game. The day will come when our forecast will fail, when Nature will cross us up—but that will only prove our methods must be sharpened further, and tempered and tested by the continuity of data gathered continuously and studied intelligently."

Commenting at the end of August, he said:

"The 1956 Nushagak experience emphasizes the profound part which the sea years play in the life history of the salmon; and the need for the more accurate methods of determining escapements which we are now installing. Especially our studies this year indicate that we must provide more complete coverage of additional tributaries, such as the Igushik in the Nushagak system, which loomed large this season.

"Certainly we expected to be able to make better forecast in the future as result of this year's experience.

"If failure of the 1956 Nushagak forecast is due to delayed return, we may find the missing Reds turning up next year. This is a good possibility, as we have found considerable variability in the winters which this species may spend in the sea. Further, the 1956 Nushagak run was most unusual in its timing and age composition.

"We expect to be able to report more fully our interpretation of the experience of 1956 when our data, still being gathered by our field staff in the spawning areas, are fully in hand."

1956 Sockeye Escapement Uniformly Satisfactory

Total catch of Sockeyes on the Fraser River this season was expected by Sockeye Commission officials to run about 1,800,000 fish, or about 17% down from the previous brood year. However, the whole situation looked much healthier than in 1955, and escapement was uniformly satisfactory.

The Sockeye season was marked by the large number of gillnetters operating in the high seas area all the way from Swiftsure Banks to Barkley Sound, about 200 boats being out in mid-August. Moreover, several large U.S. gillnetters had been working far offshore parallel to northern Vancouver Island using strings in the manner of Japanese.

It was a gillnetters' year; the seiners had relatively poor pickings.

Loyd Royal, director of the International Pacific Salmon Fisheries Commission, told *Pacific Fisherman* that the season would probably result in a total catch of Sockeyes divided very equally between Canadian and American fishermen, about 900,000 to each fleet.

New research programs designed to determine the effect of obstructions on migrating salmon are now under way by the commission, teamed with the staff of the Fisheries Research Board of Canada to study the amount of stored energy required for Sockeye to migrate 700 miles up the Fraser River.

The research project is being coordinated by Mr. Royal and analytical work is being done by Drs. H. L. A. Tarr and D. R. Idler, internationally recognized bio-chemists attached to the Vancouver laboratory of the Fisheries Department.

Sockeye destined for Stuart Lake in the upper Fraser River are being analyzed for energy content at various points between the west coast of Vancouver Island and the spawning ground 1000 miles away. Another team of engineers and scientists will soon be working on reactors to influence Sockeye destined for the Seton and Anderson Lake systems to bypass the new Seton Creek powerhouse of the B.C. Electric Co. Power company officials are co-operating.

At a meeting of the Sockeye commission in New Westminster early in August Senator Thomas Reid, vice chairman, deprecated "the subtle propaganda" being used by power interests to obtain control of the Fraser for hydro-electric purposes. He cautioned against the confident statements being put out by these interests indicating that the problem of getting salmon over power dams had been solved, or soon would be. Building of a high-level dam at Moran, said the senator, would spell ruin for the Fraser River salmon fishery.

The commission dealt with a proposal to build fishways in the Fraser near Yale, where a block in 1955 is reported to have caused serious losses in Sockeye destined to the spawning ground. Last year's block will result in a loss of $400,000 to the industry before the run can be rehabilitated, and repetition of the situation during the much larger 1957 run would cause a loss of at least $2,500,000, according to information before the commission.

August Chinook Run Rather Well Sustained

● Moderate improvement manifest in Columbia River fishing generally this season continued to the end, with August operations generally rated as better than in recent years—although still a long way short of the flush fishing which featured August without fail before the early Fifties.

The improvement lay primarily in extension of the better fishing over a longer period than has been the case the past four years, when there'd be a few days of good fishing—then a rapid fall-off.

Science and Industry Scrutinize Tuna

Here's What They See

• Headline events of Summer in the Southern California tuna industry were the annual meeting of the Inter-American Tropical Tuna Commission and the heavy cumulative pack of tuna as compared to 1955.

Of the 118,914 tons of tuna landed from January 1 through July approximately 70,000 tons were Yellowfin, which was almost half more in tonnage than the Skipjack production for the same period.

California's pack of tuna, including Bonito and Yellowtail, was running about a million cases, January through June, ahead of the pack for a similar period in 1955.

Tuna speciality pack for the first six months of 1956 was considerably below that for the six-month period of 1955.

• *1956-7 PROGRAM* — At the San Diego meeting the following program of investigation for the fiscal year of 1956-1957 was proposed:

(1) Collection, compilation and analysis of catch statistics, logbook records, and related data for the tunas and bait fishes;

(2) Investigations of life history, biology, and population structure of tunas;

(3) Tuna tagging;

(4) Oceanography and tuna ecology;

(5) Bait-fish research.

• *SPECIES POTENTIALS* — Dr. M. B. Schaefer, director of investigations for the Commission, gave a preliminary report on work of the group during the fiscal year of 1954-1955, emphasizing that periods decreased intensity of fishing effort of Yellowfin tuna due to the tieups of the fleet, and the cannery workers' strike.

The yield of Yellowfin for 1956 was estimated, at the Commission's meeting, to be about 100,000 tons, barring strikes and fleet tieups. This would be about 30,000 tons more than the previous year.

Dr. Schaefer showed charts which indicated that, as far as Skipjack was concerned, the catch per day remains as high now, during increased fishing intensity, as when, in the early years the fishing intensity was low.

The report on Yellowfin was different: Over the years increased intensity has been associated with a lower catch per day of fishing. From the study by the Commission, based on fishing intensity, abundance and catch, there is perhaps a 100,000-ton a year potential, as the sustainable average maximum yield.

Dr. Schaefer emphasized the current study of the tuna population of the Eastern Pacific, to show that the tuna tagging program has not progressed far enough to indicate whether the tuna resource in the area studied is composed of a single stock or of several separate stocks.

During the past year and a half, research to develop more information on the life history of tuna has followed along the line of recording measurements and size variations of tuna from different areas, found in measurement of samples landed at San Diego and San Pedro.

Spawning season studies have concentrated, during the Commission's completed fiscal year on the high seas off Baja, California; Revilla Gegedos and Central America. At Revilla Gegedos there is evidence that the spawning peak there may be between May and September; Central America, January, February and March. Further, research shows that spawning may be more seasonal in northern latitudes as compared to mid-Pacific equatorial.

• *OCEANOGRAPHIC WORK*— Every tuna fisherman knows that the Galapagos Island area is productive of tuna; and research by the Commission, using parachute drogues suspended at depth from buoys, indicates that the conditions of the currents and undercurrents in this area may contribute to this island area as one of the best of the Eastern Pacific's tuna grounds.

In referring to the Commission's studies of plankton abundance and occurrence, Dr. Schaefer called certain areas off Baja, California, "oceanographic deserts" . . . no plankton; and again he referred to variations in the seasonal nature of upwellings as related to abundance of plankton. The importance of oceanographic studies

CALIFORNIA CANNED TUNA PACK — July, 1956

Can Size	Solid Pack	Standard	Chunk	Grated, Flakes	Dark & Light	Tonno	*Misc.	Totals, actual cases
			WHITE MEAT TUNA					
1 lb.	1,292	...	442	...	...	...	...	1,734
½ lb.	161,115	136	67,307	32,932	9	...	...	261,499
¼ lb.	24,136	...	...	...	...	...	...	24,136
Totals, actual cases	186,543	136	67,307	32,932	9	...	...	287,369
			LIGHT MEAT TUNA					
4 lb. (12)s	...	...	1,462	...	...	...	...	1,462
1 lb.	340	...	2,466	...	...	...	...	2,806
½ lb.	63,502	3,071	525,701	65,350	4,988	...	...	662,612
½ lb.	8,771	...	45,802	...	...	4,160**	...	57,733
½ lb.	...	...	...	...	...	...	2,294	
Totals, actual cases	72,613	3,071	575,431	65,350	4,988	4,160	2,294	727,907

Totals Converted to Standard Cases of 4 doz. ½-lb. cans:

White meat	277,035
Light meat	704,891
Yellowtail	1,450
Combined	983,376

NOTE—Figures tabulated in cases of 48 cans, unless indicated otherwise.
*Specialty packs converted to 48 halves on the basis of the tuna content of the specialties.
**In cases of 100 cans.

was emphasized in their relationship to abundance of tuna of importance to commercial fishermen in such fishing grounds as the region off northern Peru, the Gulf of Tehuantepec, the Galapagoes and Central America.

• *BAIT STUDIES* — Research on bait, according to the Commission, showed that the anchovetta provided more than half of the bait used between 1946 and 1955; other bait comes from stocks of California sardines, the northern and southern anchovy. Studies by the Commission's laboratory in the Gulf of Panama gives indications that the intensity of fishery of anchovetta is low and shows no real depletion. In all baiting areas there are great variations in abundance from year to year, correlated to the amount of fishing. The spawning period in the Gulf of Panama for anchovetta is between October and December. The anchovetta of Panama is very fast growing, and most of the catch is of fish less than one year old —virtually an annual crop.

• *SLOAN ELECTED* — Gordon Sloan of Astoria was elected chairman of the Commission for the next fiscal year. Attending the annual meeting, in addition to the Commission's personnel, were Leo Pinkas and Richard Croker of the California Department of Fish and Game; George Steele, National Canners Association; Donald P. Loker, Star-Kist Foods; Dr. W. M. Chapman and Harold Cary, American Tunaboat Association; tuna boat owners, Joe S. Rogers, Steve Stagnaro, Louis Massa, M. E. Simas, John Ghio, John Cardosa, Joaquin Qualin, Frank Gonsalves.

From Van Camp Sea Food Company there were Robert L. Beamon, Glenn Copeland, Harold Morgan. Charles R. Carry came down from San Pedro to represent the California Fish Canners Association. Attorney John Gerald Driscoll was present, as well as O. E. Sette, from the U. S. Fish and Wildlife Service, stationed at Stanford University.

Julio Berdeque, Direccion General de Pesca e Industrieas Conexas, Mexico City, was present; and Lester Balinger, business manager of the Canery Worker and Fisherman Union; Janous M. Marks, Westgate-California Tuna Packing Co.; Dr. Carl L. Hubbs, Scripps Institution of Oceanography; and Matt Dragich, assistant manager of Fishermen's Cooperative Association.

Enea Scippi, Martinez, has repowered his hook-and-line boat with a Chrysler Crown 2½-1 reverse and reduction gear, and with power take-off, purchased from Boicelli & Boss, Fishermen's Wharf, San Francisco. He also purchased a set of Kolstrand gurdies.

John M. Buchanan, succeeds H. R. MacMillan as chairman of the board, B.C. Packers, Ltd., after 10 years as its president.

Robert E. Walker, production specialist, who advances to presidency of Canada's largest fisheries company.

B.C. Packers Advance Walker and Buchanan

• After 10 years as president of British Columbia Packers, Ltd., John Murdoch Buchanan has become chairman of the board on retirement of H. R. MacMillan, and into his handsome office in the company's newly acquired building in Vancouver has moved his successor — burly, crew-cut, hard-working Robert E. Walker. Like the popular and able man he succeeds, Bob Walker has already made an impressive impact on the industry. His term of office is destined to be challenging and eventful.

In stepping down as chairman of the organization which he reorganized in the early 1930's and gradually developed into one of the world's greatest fish companies, Mr. MacMillan followed an example which he set for himself in his other big corporation, MacMillan & Bloedel. A couple of years ago he relinquished the chairmanship of M&B because he felt that younger men who had grown up with the company and had developed talents of leadership should be given a freer rein.

Mr. Buchanan continues as chief executive of B. C. Packers, while Mr. MacMillan continues as a director, but Mr. Buchanan's administrative duties will be shared with Bob Walker, who in turn takes over active command of the aggressive, far-reaching B. C. Packers empire.

John Buchanan and Bob Walker won't find it hard to work together under the new setup. They've been working together since away back in the early days of the Fraser River Sockeye fishery. It is probably significant of one of the guiding philosophy of B. C. Packers that none of its top men are "imports"; they've grown up with the industry as home-town boys. John Buchanan was born in Steveston and as a very small boy worked in the Imperial cannery, now the jewel in the B. C. Packers' crown.

Bob Walker remembers John as a youth five or six years older than himself during the frenzied 1913 run when the Fraser yielded an all-time record harvest and also suffered its worst disaster at Hell's Gate. Bob was born in Caledonia, Ont., but he arrived in Steveston as a lad of 6 and at 10 years old he excitedly helped handle the great pack in the Imperial cannery at a time when there were no child labor laws and it was everyone's job to help. A few years later another Steveston boy — Ken Fraser, son of the Imperial's net boss, started putting in his licks at the cannery. At the same annual meeting, a few days ago, that saw Buchanan become chairman and Bob president, Ken was promoted to vice president in charge of production.

Bob Walker is a realist and he has no illusions as to the difficulties that face the fishing industry as well as himself personally as president of B. C. Packers, but his experience has shown him that there's usually an answer to every problem. Some of the answers are just a little harder to produce.

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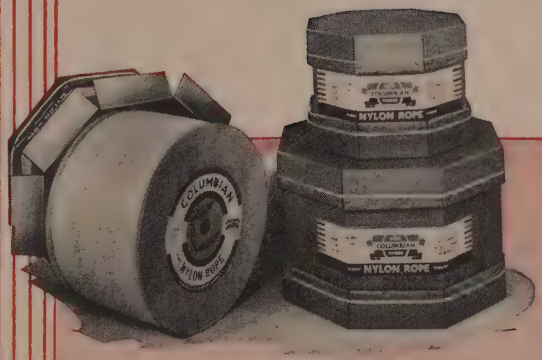

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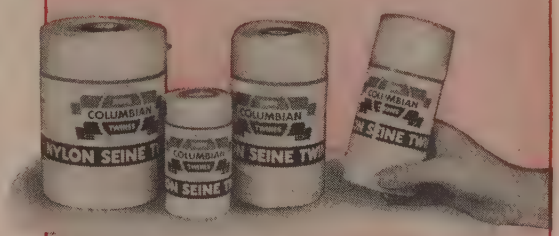

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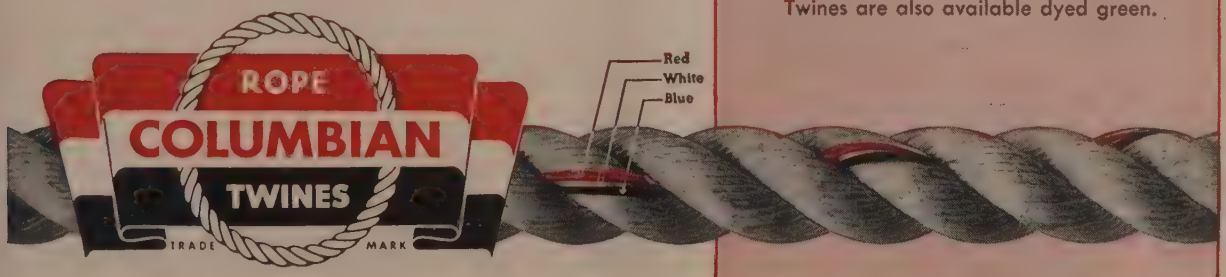

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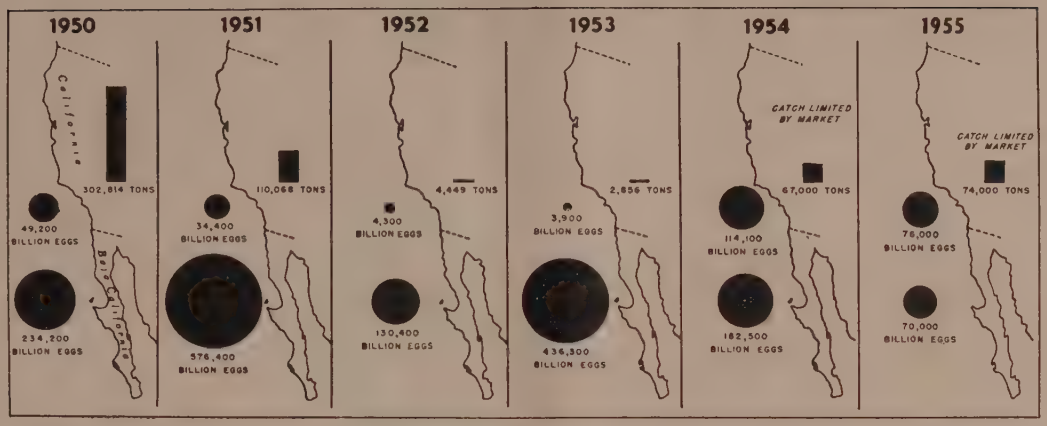
California Sardine Situation Graphed for a Glance



Estimated spawning above and below the California-Mexico boundary shown by circles. Commercial catch represented by rectangles. Source of data and graph: U. S. Fish and Wildlife Service.

Monterey Sardiners Set For Southern Operation

● More hope that sardines would be found closer to Monterey than in the past 10 years was expressed by many observers as the northern California sardine season opened with August, but this hope was not translated into fishing action.

The price of fish to boat owners was not settled until the middle of the month, when $47.50 per ton was agreed upon, the same opening price as last year. The boat owners and fishermen are to absorb the cost of trucking fish from southern California points.

The Monterey fleet of some 20 boats, most observers thought, would be out after the light of the moon August 21. No fish had been reported in Monterey Bay, but it was hoped the fish would move north of Pt. Arguello, demarcation point between the northern and southern fishing districts.

Monterey processors who have unloading facilities at Avila overhauled these in preparation for the opening of the season.

There were no quotations on new-pack sardines. Last season ovals were quoted at $7.25 per case and talls, $5.50. Observers felt, however, that since cannery workers had received pay increases of 7c per hr. for men, and 3c per hr. for women, and that other costs had gone up, the opening price would very likely be higher than last year.

A fair demand in the export market was expected but dollars overseas are said to be drying up and export demand for California sardines, 1956-57 pack, was thought to be problematical. One California street observer figures that about 75% of last year's California pack went export and last year, too, the domestic market picked up somewhat.

About nine northern California canneries were expected to pack sardines during the coming season. In San Francisco there was *J-D Packing Co.*, and *Northern Packing Co.* At Moss Landing, *Santa Cruz Canning Co.*, and in Monterey, *Carmel Canning Co.*, was a possibility to re-open with Sal Ferrante as manager. Another possibility was *Peninsula Packing Co.*, which has been canning tuna. Other canneries which packed at Monterey last year were *Hovden Food Porducts Co., California Packing Corporation, San Xavier Fish Packing Co.*, and *Enterprise Packers.*

Japanese Tuna Policy Investigation Ordered

● Policy problems of Japan's tuna industry will be scrutinized thoroughly by carefully selected committees from the industry, whose reports to Minister Kono will have much to do with shaping the government's decisions on tuna production and marketing.

In all, 22 committees from all branches of the industry, including a few university professors and scientists, *but no government officials,* have been assigned to the task.

To the over-all committee was given this duty:

To help establish a fundamental policy for Japan's tuna industry from production through to consumption, and giving special attention to international considerations involved.

Three specific divisions of the study directed are: maintenance of tuna resources; stabilization of management of the business; improvement in distribution of landed tuna; promotion of tuna export trade.

General chairman of the commission is Kojiro Kimura, president of Nippon Reizo K. K., and he will also be in charge of the distribution study.

Iwao Fujita, vice president of the Japan Fishery Society and former chairman of the International North Pacific Fisheries Commission, will be in charge of the production study.

To Taihei Iiyama, commissioner of the Central Fisheries Ajustment Deliberation Council, fell the duty of chairman of the resources study.

Pacific Oyster Growers Elect Taylor President

B. L. Taylor, sales manager of the Olympia Oyster Co., Shelton, was elected president of the Pacific Coast Oyster Growers Association at the annual convention in Ocean Park in August.

Lee J. Wiegardt of Wiegardt Bros., Ocean Park, Wash., was elected vice president.

Malcolm B. Edwards of South Bend was reappointed managing director and Charles R. Pollock of Seattle secretary-treasurer.

Newly elected trustees of the association included Mr. Taylor and Mr. Wiegardt, Stabley C. Gillies of South Bend and C. V. Shephard of Belfair, Wash.

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1956 Japanese Mothership Salmon Catch

(To end of Season, Aug. 10. Figures in number of salmon. Catch of Japan shore-based fishery not included.)

Area	Mother-ships	Fishing Boats	Red	Pink	Chum	Silver	King	Total
Aleutian, original	12	378	8,532,751	10,679,395	13,599,545	3,686,574	113,630	36,611,895
Aleutian, added	2	63	1,099,383	1,328,116	3,566,253	70,820	22,895	6,087,472
Total Pacific	**14**	**441**	**9,632,139**	**12,007,511**	**17,165,798**	**3,757,394**	**136,525**	**42,699,367**
Okhotsk	2	59	656,404	5,366,361	3,223,943	116,332	994	9,364,034
Grand Total	**16**	**500**	**10,288,543**	**17,373,872**	**20,389,741**	**3,873,726**	**137,519**	**52,063,401**
1955 Totals	14	405	12,493,827	25,916,605	21,575,827	3,575,827	76,482	64,040,305

NOTE—Catch of the shore-based vessels operating from the northern islands of Japan are not included in any of the above data. Reports indicate that the 1956 catch by this fleet will substantially exceed the 6,849,000 salmon taken by the shore-based vessels in 1955.

Japanese Salmon Catch Declines —Moderately

• Despite the severe limitations imposed by the Soviet Union on high seas fishing off the Asian coast, the Japanese ocean mothership expeditions took 52,063,401 fish during the 1956 season, 81% of the 64,040,000 fish taken by this fleet in 1955.

The Japanese catch for 1956 actually will exceed 52,000,000 fish somewhat, as *this figure does not include the catch—largely Pinks—taken by the gillnetters and long-liners operating from ports of northern Japan.*

Obviously, this land-based operation was intensified this year in an effort to compensate for the reduced catch resulting from Soviet action. Details of the Japan-based fleet's catch were not available at presstime, but there were some indications that it might run much higher than this fleet took in 1955, reducing the over-all shortage to a moderate figure.

• *COMPOSITION* of the Japanese mothership catch underwent considerable change as compared with last year.

The Red catch was substantially reduced, due to decline in the take of this species in the Aleutian area, where 9,632,000 fish were taken, as compared with 12,163,000 last year.

With the Okhotsk fishing severely limited by Russian order, Pink production naturally declined sharply, from 25,916,000 in 1955 down to 17,373,000 fish this year—not counting the shore-based catch in either year remember.

Chum production of 20,389,000 fish by the high-seas fleet in 1955 was only nominally short of the 21,575,000 fish taken last year. Silvers and Kings were closely comparable.

• *CANNED PACK* figures to the end of the season were not fully available at presstime, but latest reports from trading sources indicated a pack about as follows:

Species	Full Cases
Red	543,645
Pink	691,495
Chum	496,690
Silver	264,625
Total	1,996,455

These figures probably require some interpretation, and it is possible that they may include carryover. This seems particularly probable in the case of Silvers. Thus, they may represent the *available supply* at the end of the 1956 producing season rather than the pack of that year.

• *TARGET MISSED*—The original target figure for the Japanese fishery in 1956 was 108,500,000 salmon from 19 motherships. The fleet catch of 52,000,000 fish therefore was less than half the total which had been visualized before the Soviet Union drew its line in the sea last spring.

Furthermore, the USSR allocation of 54,831 metric tons to the mothership fleet from waters within the Bulganin Line was missed by 7,065 tons, as Japanese reports of the area of catch indicates that only 47,766 metric tons of fish were taken from the waters covered by Soviet permit.

In the main Aleutian area the Japanese were licensed to take 31,815 tons within the Bulganin Line, but came-up with only 26,526 tons. In the "added" Aleutian area the license called for 6,968 tons and the fleet produced only 5,193 tons.

In the Okhotsk Sea the Japanese fleets were able to take their full allotment promptly.

In view of the catch deficit under the licensed tonnage for Bulganin Line waters, the Japanese sought extension of the season beyond the August 10 deadline, but the Soviet authorities rejected the request.

R. M. McPherson of Continental Injured In Auto Accident

R. M. McPherson, Pacific Coast division manager of cannery equipment service, Continental Can Co., with headquarters in San Francisco, was seriously injured in an automobile accident.

After being hospitalized for fully two months, he was able to return home before the end of August. His injuries included a number of fractures and convalescence necessarily will be slow, but he expects to be able to resume his duties before the end of the year. His home is at 1005 Lee Avenue, San Leandro, Calif., and he will be convalescent there.

While Mr. McPherson is incapacitated his assistant, Louis DuMount, will carry-on in his place.

N. R. McInture, San Francisco district sales manager for Continental, was injured in the same accident, although less seriously.

Booth Veteran Dies

R. A. Alexander, 71, executive vice-president, treasurer and member of the board of directors of F. E. Booth & Co. Inc., San Francisco, died suddenly last month.

Mr. Alexander was the oldest employee in point of service with F. E. Booth Co. Inc., having been connected with that firm for over 35 years.

Tuna Standards

Proposed by the Industry

• Proposed standards of identity and fill of container for canned tuna were filed in August by the American tuna industry with the U.S. Food and Drug Administration.

To presstime the F.D.A. had not acted upon the proposals. The following details of the proposed standards, condensed through elimination of some technical details, should be understood as representing the industry petition and not an official version.

• **CANNED TUNA IDENTITY STANDARD**

Canned tuna is the food consisting of processed fish of the species enumerated, prepared in one of the optional forms of pack specified, conforming to one of the color designations specified, in one of the optional packing media specified, and may contain one or more of the seasonings and flavorings specified. It is packed in hermetically sealed containers and so processed by heat as to prevent spoilage. It is labeled in accordance with the provisions of this section.

The fish included in the class known as tuna fish are: Bluefin (Thunnus thynnus); Southern Bluefin tuna, (T. Maccoyii); Oriental tuna (T. orientalis); Albacore (T. germo); Big-eyed tuna (Parathunnus mebachi); Yellowfin tuna (Neothunnus macropterus); Northern Bluefin (N. rarus); Skipjack (Katsuwonus pelamis); Little Tunny (Euthynnus alletteratus); Little Tunny (E. lineatus); Kawakawa (E. yaite).

The optional forms of processed tuna consist of loins and other striated, muscular tissue of the fish. The loin is the longitudinal quarter of the great lateral muscle freed in accordance with good commercial practice from skin, scales, visible blood clots, bones, gills, viscera and black meat. Black meat is the nonstriated part of the great lateral muscle, known anatomically as the median superficialmuscle, highly vascular in structure, dark in color because of retained blood and granular in form.

• Canned tuna is prepared in one of the following forms of pack, the identity of which is determined in accordance with the methods described.

(1) **Solid,** or **Solid Pack.** Consists of loins cut in transverse segments to which no free fragments are added. In containers of one pound or less net contents, such segments are cut in lengths suitable for packing in one layer. In containers of more than one pound net contents, such segments may be cut in lengths suitable for packing in one or more layers of equal thickness. A piece of a segment may be added if necessary to fill a container. The proportion of free flake broken from loins in the canning operation shall not be more than 10%.

(2) **Chunks** or **Chunk Style.** Consists of a mixture of pieces of tuna in which the original muscle structure is retained. The pieces may vary in size, but not less than 50% of the weight of the pressed contents of a container is retained on a ½" mesh screen.

(3) **Flakes.** Consist of a mixture of pieces of tuna in which more than 50% of the weight of the pressed contents of the container will pass through a ½" mesh, but in which the muscular structure of the fish is retained.

(4) **Grated.** Consists of a mixture of particles of tuna which have been reduced to uniform size and in which more than 50% of the pressed weight of the contents of the container will pass through a ½" mesh, and in which the particles are discrete and do not comprise a paste.

• Canned tuna in any of the forms of pack specified falls within one of the following color designations, measured by visual comparison with matte surface neutral reflectance standard corresponding to specified Munsell units of value.

(1) **White tuna.** This color is limited to Albacore and not darker than Munsell value 6.3.

(2) **Light tuna.** This color designation includes any tuna not darker than Munsell value 5.3.

(3) **Dark Tuna.** This color designation includes all tuna darker than Munsell value 5.3.

(4) **Blended Tuna.** This color designation may be applied only to tuna flakes which consist of a mixture of tuna flakes a substantial portion of which meet the color standard of either White or Light tuna, and the remainder of which fall within the color standard for Dark tuna.

• Canned tuna is packed in one of the following optional packing media:

(1) Any edible vegetable oil other than olive oil; (2) olive oil; (3) water.

Canned tuna may be seasoned or flavored with one or more of the following: salt; purified monosodium glutamate; hydrolyzed protein; hydrolyzed protein with reduced monosodium glutamate content; spices or spice oils or spice extracts; vegetable broth or sauce in an amount not in excess of 5% of the volume capacity of the container, such broth or sauce to consist of a minimum of 0.5% by weight of vegetable extractives and to be prepared from two or more of the following vegetables: beans, cabbage, carrots, celery, garlic, onions, parsley, peas, potatoes, red and green bell peppers, spinach and tomatoes.

(Then follows a description of the technique for color determinations. This is omitted here.)

• The specified names of the canned tuna for which definitions and standards of identity are prescribed by this section, except where water is the packing medium, are formed by combining the form of the pack with the color designation of the tuna. For example, "Solid Pack White Tuna," "Grated Dark Tuna", etc. In the case of Blended Tuna there shall be used the applicable color designation of the blended flakes determined in accordance with the color designation of the predominating portion found in the container. For example, "Blended White and Dark Tuna", "Blended Dark and Light Tuna".

The specified name when water is used as the packing medium is formed as described above, followed by the words "In Water". For example, "Grated Tuna in Water".

When the packing medium is vegetable oil or olive oil the label shall bear the name of the optional packing medium used, preceded by the words "In" or "Packed In". The name or names of the oil used may be stated or the general term "Vegetable Oil" may be used.

In the case of Solid Pack White, Light or Dark Tuna is packed in olive oil, the designation "Tonno" may also appear.

Where the canned tuna contains one of the ingredients listed the label shall bear the statement "Season With . . .", the blank being filled in with the name or names of the ingredient or ingredients use, except that the label may bear the statement "Seasoned with Vegetable Broth" or "Seasoned with Vegetable Sauce"; or if an ingredient alone is used the label may bear the statement "Soiced" or "With Added Spice".

Wherever the name of the food appears on the label so conspicuously as to be easily seen under customary conditions of purchase, the names of the optional ingredients specified shall immediately precede or follow such name without intervening written, printed or graphic matter, except that the common name of the species of tuna fish may be so intervened, except that the species named "Albacore" may be employed only for fish of that socies which meets the color designation prescribed.

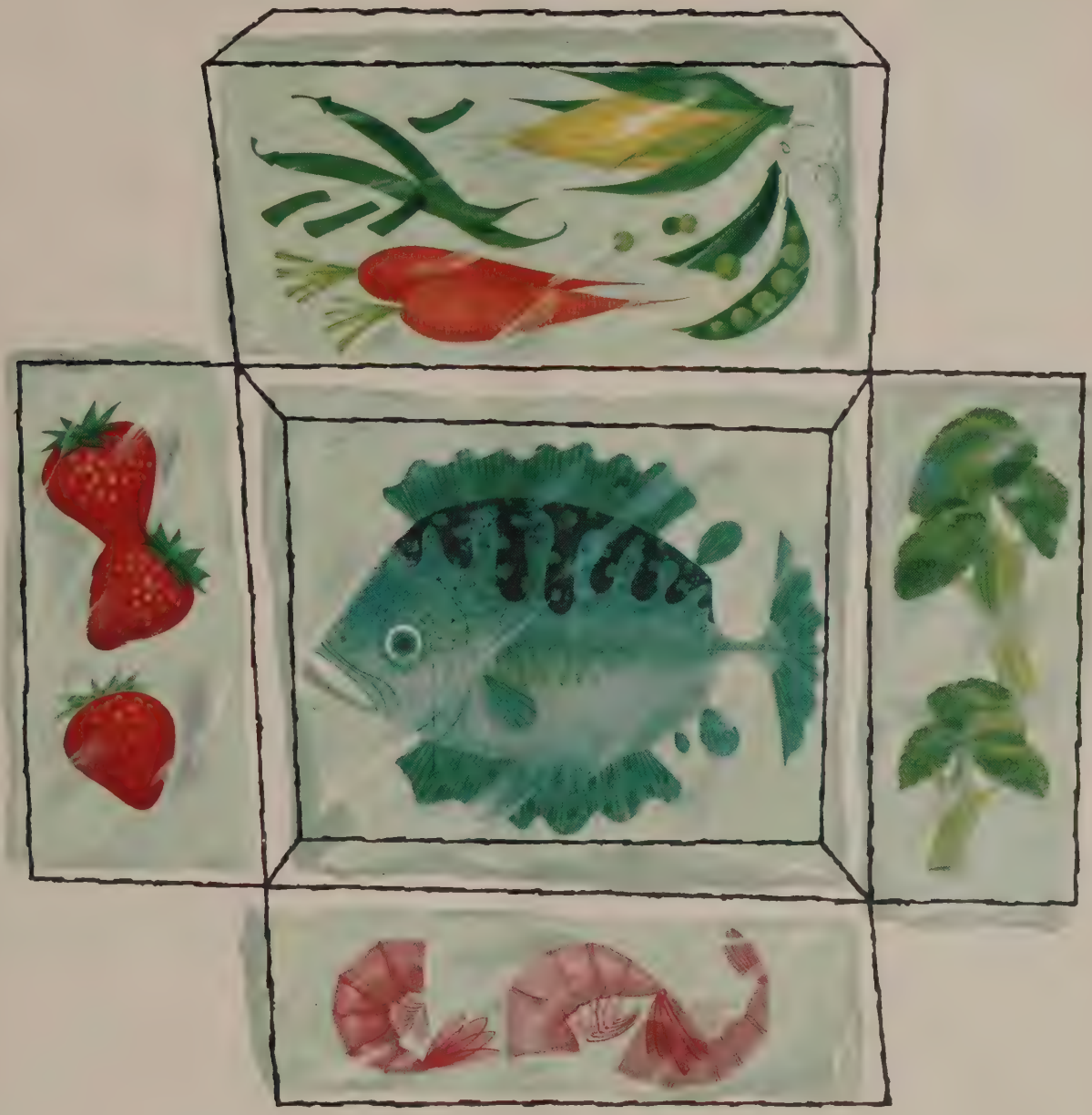
• **STANDARD FILL OF CONTAINERS**

The standard fill of container for canned tuna is a fill such that the average weight of the pressed cake from 24 cans is not less than the minimum value specified for corresponding can size and form of tuna ingredient in the following table:

Can Size	Form	Average in Oz.
211 x 109	solid	2.25
	chunks	1.98
	flakes	1.98
	grated	2.00
307 x 113	solid	4.47
	chunks	3.92
	flakes	3.92
	grated	3.96
401 x 206	solid	8.76
	chunks	7.68
	flakes	7.68
	grated	7.76
603 x 206	solid	43.2
	chunks	37.9
	flakes	37.9
	grated	38.3

Thereafter the proposals for standard fill of container consist of a detailed technical description of the method of preparing the pressed cake and determining the weight.

The petition was submitted by the National Canners Association and Westgate-California Tuna Packing Co.; Van Camp Sea Food Co.; Star-Kist Foods, Inc.; High Seas Tuna Packing Co.; South Coast Fisheries, Inc.; California Marine Curing & Packing Co.; Franco-Italian Packing Co.; Pan-Pacific Fisheries, Inc.; Washington Packing Corporation; Columbia River Packers Association, Inc.; Point Adams Packing Co.; Barbey Packing Corporation; Union Fishermen's Cooperative Packing Co.; Portland Fish Co.; Seattle Seafoods, Inc.; Farwest Fishermen, Inc.; Crown Packers, Inc.; Whiz Fish Products Co.; West Coast Fish Co.; F. E. Booth Company, Inc.; Hawaiian Tuna Packers, Ltd.



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PACIFIC Fisherman's NEWS

SEPTEMBER 1956

Thor Botten and his *Thoreen*—

They Pioneer an Ocean Fishery

THOR BOTTEN

• High seas salmon gillnetting out of Puget Sound became a fact of fishery in August, when Capt. Thor Botten in his *Thoreen* pioneered the new enterprise, and thereby triggered an avalanche of imitation, dispute and protest.

Rarely—maybe never—before has a single vessel in a single trip aroused such interest and stirred such speculation.

The simple facts are these:

Thor Botten is a successful and daring fisherman, operating his steel Alaska limit seiner-trawler. She is equipped with a drum seine reel, which is used in the ocean gillnetting.

Gear fished is a nylon gillnet 1,000 fathoms long, 6½" mesh, 50 meshes deep. Cost of the gear was about $5,700.

Rigging Details of the net sought to counter the severe wear resulting from the ceaseless motion of the net in the sea. Thus, the nylon web is hitched firm to the corkline with Nyak twine, eliminating the usual hanging. The bottom of the net was connected with the lead line with Nyak twine, running through two adjacent meshes and skipping the third; the leadline about a foot below the selvage of the net. Marked wear was noted in the hung meshes as a result of the sawing of the hanging twine.

Catch made on her second, and most successful trip, consisted of about 17,000 lbs., dressed heads on, counting about 2,600 fish.

Species taken included a majority of Silvers, a substantial number of Sockeyes, and a few Chums.

Success of the venture was demonstrated in the second trip, according to Captain Botten, who indicated that the gross stock was in the vicinity of $5,000.

Location fished varied. First trip took the *Thoreen* to a point southwest of Cape Cook, at the upper extremity of Vancouver Island. Second trip started off Destruction Island, then shifted north and west to La Perouse Bank.

Crew numbered four men. When hauling gear the captain was on the flying bridge, jogging the boat carefully along the net, which was recovered by the power reel as a bight formed astern of the fishing craft. One man with a portable control worked on the stern of the boat, between the level-wind and the reel. He controlled both of these units, starting and stopping, and pulled the fish from the net as they came aboard. Two men worked at dressing troughs with running water, one on either rail, forward of the reel and in the way of the hatch. They dressed fish as fast as they came from the gear, and slid them into the "slaughterhouse" in the

Richard Loynes Dies

Richard R. Loynes, long associated with California boats and their servicing and supplies, died this summer while vacationing in British Columbia.

At the time of his death he was an owner and manager of the Marine Industrial Supply Co., specializing in General Motors engines, and distributor for Westinghouse hydraulic marine and industrial controls.

Tunaman Electrocuted

John Rodrigues, only 33, skipper of the tuna clipper, *Joan of Arc*, was accidentally electrocuted while working on the boat as she lay in Panamanian waters.

The body was flown to San Pedro for burial. Captain Rodrigues was born in Oregon and reared in San Pedro and served in the Navy during World War II.

Peru Buys Freezership

Jerry's Boat Sales, San Pedro, recently sold the freezership *Marilyn* to Peruvian interests; also the fishing boats, *Robert M*, 40'-net boat; the 40' *American Star;* and the *White Rose*, which for a time was owned by Garvin Towboat and Barge Co., but which now is operated by West Coast Mexican shrimping interests.

19 *years*

Ed Cota

Nineteen years ago, young Ed Cota went to work for General Petroleum at the Marine Dock in San Francisco. It was a good job for Ed . . . helped him work his way through the University of San Francisco, in fact, where he received his A.B. in Education.

After a stint as a teacher at an exclusive boys' school in Santa Barbara, Ed decided to return to his first love – the San Francisco Marine Dock – where in 1941, he became the G.P. marine agent.

Married, and the father of six children, Ed Cota enjoys his job because "I like the people I deal with"– the tugboat operators, fishermen and private boat owners who've made Ed's spot a habit whenever they're in port.

From Ketchikan to San Diego – just about everywhere on the Pacific Coast – you'll find a friendly, reliable G.P. marine man ready to serve you with the top service and products for your boat. Look for him under the sign of the Flying Red Horse.

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hold. When the gear was set again the crew turned-to to ice fish and pack them in bins.

Quality of fish delivered—to Whiz Fish Products' plant at LaConner, Wash., was rated excellent, commanding almost the same price as troll salmon.

Troubles were encountered, as might be expected. Principal difficulty resulted from the corks hanging-up and being forced through the meshes at the corkline. This sometimes resulted in fouling the net for its entire depth. After the second trip the small floats were removed and replaced with old-style cedar gillnet floats.

Sharks caused some trouble on Forty-Mile, but less than the dogfish encountered in considerable numbers on Swiftsure. Most fishing was done about 30 miles from shore.

Other vessels shipped gillnets as soon as word of the *Thoreen's* second catch was noised about, and at press-time it was understood that five vessels with gear of much the same sort were at sea for salmon.

Experience went into the *Thoreen's* venture, because Capt. Ivar Angell of the *Mitkof* was aboard, and last season he had his vessel on the off-shore investigation work done under contract with the American Section of the International North Pacific Fisheries Commission.

● *PROTESTS RESULT*—Loud outcry resulted as soon as the news of the *Thoreen's* trips got out. A year ago the interest aroused in such fishing as result of the success of some of the investigation boats stirred a volley of resolutions demanding that something be done to prevent the development of a new fishery at a time when the salmon resource was already being taxed to the danger point.

In Alaska, Canada and Washington groups of fishermen demanded that net fishing on the high seas be prohibited. In Alaska, Donald McKernan, fishery administrator declared that such regulations would be adopted. This actually was not done, but during the Bristol Bay season a regulation prohibited fishing with nets on the high seas north of the Alaska Peninsula and east of 162° west longitude. Obviously, this was to prevent the high seas operations of seiners during the week-end and mid-week closures.

● *TEMPERATE REALISM*—Within a few days of the *Thoreen's* departure on her third trip, at a time when she was being joined by other vessels, Robert J. Schoettler, Washington director of fisheries, called a public meeting at the regional fisheries office, Seattle. It was attended by seiners, gillnetters, trawlers, cannerymen and representatives of the trollers associations, salmon packers, and purse seine vessel owners.

Thoreen, the steel Alaska-limit seiner-trawler with which Capt. Thor Botten pioneered an American high seas gillnet fishing venture out of Puget Sound in August. The nylon gillnet is wound on the steel seine drum shown.

Mr. Schoettler told the meeting that his department had under consideration a regulation which would prohibit a fishing vessel licensed by the State of Washington from carrying on board in state waters a hung net in excess of the legal size which could be used in state waters under such a license.

He asked expressions of the industry opinion represented by those present as to the action which should be taken.

After considerable discussion, the consensus of the meeting was reported to be about thus:

1. The salmon industry of Washington is basically opposed to the development of an unrestricted net fishery for salmon on the high seas.

2. Because of the lateness of the season, and because there seemed to be no possibility of getting concurrent action from the other Pacific states, British Columbia and Alaska in time to be effective, it was felt that the State of Washington should not act alone at this time.

3. Earnest effort should be made to arrive at a coast-wide plan of action with the other political subdivisions which would make it possible to deal effectively with the problem by the advent of the 1957 salmon fishing season. (This implies action by the Pacific Marine Fisheries Commission, or possibly by the Federal government through congressional action. The Tri-State Commission is scheduled to meet next in San Francisco, probably November 26.

4. If effective action by regulation cannot be agreed upon, or if there is any question of authority for it under present law, legislative action should be sought in the Pacific states and Alaska during the 1957 sessions.

● *INDIVIDUALS* attending the meeting which took this action included: John Joucich, *Viking Maid;* John A. Reid; Walter Hossfeld and Roy A. Peterson, *St. Janet;* Dick Kink, drum seiner; Paul Martinis Jr., Nick Mladinich, Anton F. Vitalich, John Marincovich, Purse Seine Vessel Owners Marketing Association;

Matt Vadanovich and Matt Vadanovich Jr., *La Touche;* John Tadich, Local 3, ILWU; Frank N. Marinhovich, *Gladiator;* Ivar O. Angell, *Mitkof;* John O. Wedin; Olaf Hansen; E. M. Nelson; Lud Bretvick; Joe Burrows, Puget Sound Gillnetters Association; John Uglesich; Henry Christensen and P. E. Herran, gillnetters.

Martin Swick, *Newport;* Mike Sarunich; Adolph Storseth, *Ronnie;* Nick Voykovich, *Sierra Madre;* Andrew T. Vitalich, *Katherine M.;* John N. Plancich and Jack F. Repanich, Fishermen's Packing Corporation; D. M. Franett, Nakat Packing Corporation; Herald A. O'Neill, Puget Sound Salmon Canners, Inc.; Andre Mattson, boat owner; H. L. Simonsen, gillnetter; Knute Peterson, fisherman; Roland J. Akse, Ballard Oil Co.; Victor Nielsen, *Helen W.;* George K. Tanowake, U. S. Fish and Wildlife Service.

Arne Ullfers Dies

Arne H. Ullfers, 68, for many years a fisheries supply dealer at Astoria, died suddenly in August. He had been retired for about four years on account of ill health, but his death was unexpected.

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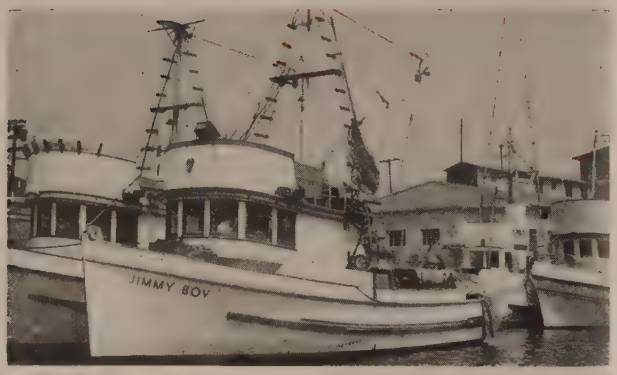

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Pacific Fisherman's NEWS

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Canadian Albacore Search Is Mounted

Hope springs eternal among British Columbia Albacore fishermen, and the Canadian fisheries department shares this optismism to the extent of sending out the protection cruiser *Howay* with instructions to be on the lookout for offshore appearance of tuna.

Fisheries Inspector A. J. Touchings, an expert tuna fisherman, was aboard the *Howay* on its initial cruise to direct test fishing operations. The vessel carried complete tuna fishing gear in the event that the fish were encountered. The plan was to cruise 150 miles offshore. Daily broadcasts were made on the fishermen's wave band, giving water temperatures and information on other conditions known to be favorable for the possible presence of Albacore.

Oregon Albacore— Bust or Bonanza?

● First flurry of Albacore fishing along the North Coast in five years stirred the fleet in August, and as this issue went to press there was a fever of excitement over the possibilities that the Oregon-Washington tuna fishery might be on the make again after a long blank.

Mid-August two never-say-die fishermen took their boats out of the Columbia on an Albacore-scouting trip. They were James Venable with the *Kiska* and Arthur Anderson in his *Betty*, the former fishing for the Columbia River Packers Association and the latter for San Juan Fishing & Packing Co.

They had been spurred to the search by reports from the *John N. Cobb* exploratory vessel of the Fish and Wildlife Service and the *Brown Bear* of the University of Washington oceanographic laboratory, both working much further offshore. These craft reported taking a total of 72 Albacore, 20 of the *Cobb's* catch being in gillnets, at distances from 300 to 400 miles off the Oregon coast.

● *FISH CLOSE-IN*—Hardly had the *Kiska* and *Betty* gotten well to sea southwesterly from the Columbia entrance than they found fish. At this time the schools were scattered and travelling, the fish not biting well. Distance offshore ranged from 60 to 100 miles.

That was Aug. 17. By nightfall the *Kiska* had 100 fish, and the *Betty* about the same. By noon the next day the *Kiska* had added another 100 and the pair was fishing southwest of Yaquina Bay and still in fish. Water temperature was 64 to 67 degrees.

The next day, Aug. 19, *Kiska* took 200 Albacore; and the *Nell*, which had come out of Newport to join the fishing, boated 300.

Best fishing which the *Kiska* had reported to presstime for this issue was a few days later when she took 350 fish in one day when she was 70 miles off Heceta Head, with 16 other boats in the same immediate area and all doing about as well.

First Albacore to be landed in Washington was a delivery of 1,500 lbs. by the *Marty M.*, fished by Ed Brown, who delivered his fare at Westport. The fish had been taken off Oregon.

● *PROSPECTS?* What the flurry would amount to was anyone's guess at presstime. The fish taken by the commercial boats seemed normal enough in all respects and closely comparable with those of the years when the North Coast provided a rich fishery. Weights ran 16 to 20 lbs., and they were taken in blue water at 64 degrees or a little higher. Anything above 60 degrees is counted suitable for tuna in the latitudes where the schools were found.

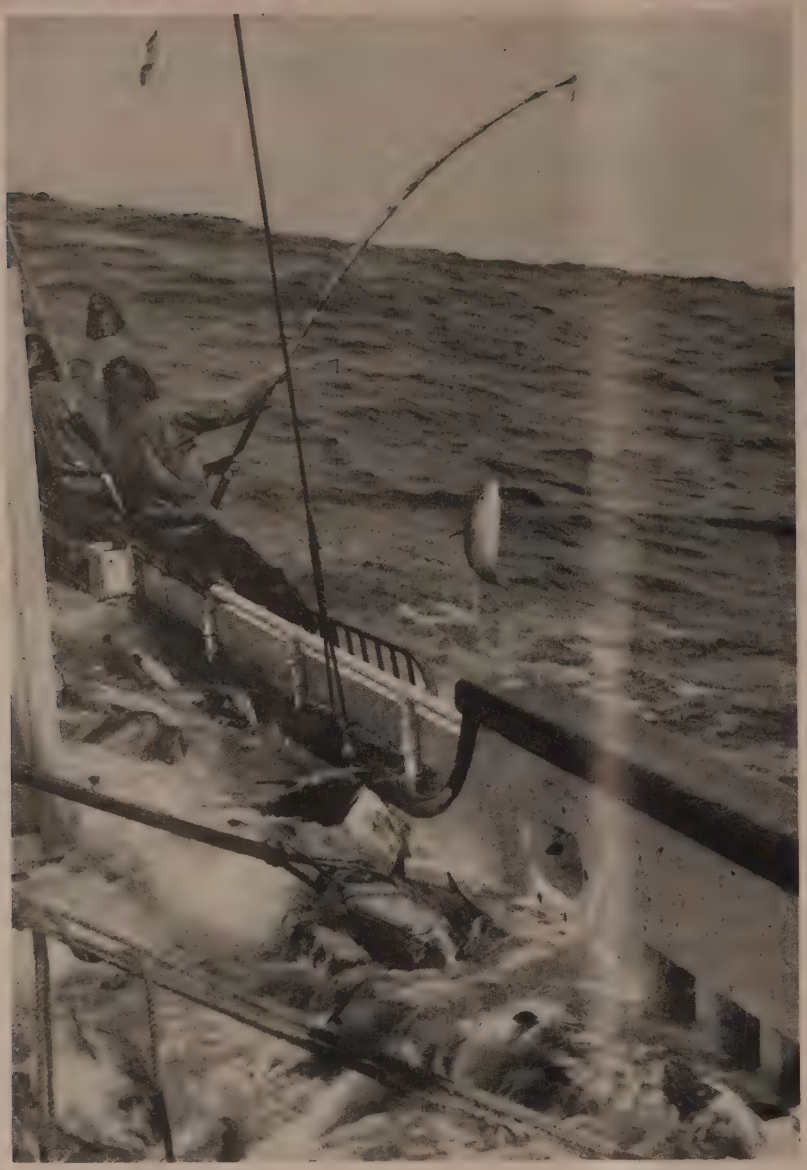
Timing was about right, although in the days of the former fishery first Albacore were taken by mid-July.

One interesting fact was the take of four small Albacore on sport tackle by a party mooching for salmon off the Columbia. These fish were entirely different in size from the commercially caught Albacore taken further off-shore. Weights were about 8 lbs., comparable to that of many of the late fall Albacore taken a few years ago off southern Oregon and northern California. Such fish were under California's 9-lb. minimum limit and had to be delivered in Oregon.

While Oregon and Washington tuna landing records show some direct deliveries every year, it has been at least four years since there has been a North Coast tuna fishery. All of the deliveries in recent years have been by boats bound north to their home ports and fishing California waters along the way; or from deliveries of fish taken in the late fall fishery off extreme southern Oregon, south of Cape Blancho, and off the Del Norte and Humboldt coasts of California.

Most of the Pacific Northwest boats which have made a practice of fishing Albacore were working out of Southern California ports, and the salmon trollers were finding good Silver fishing at excellent prices. However, the talk of Albacore sent a substantial fleet to sea before the end of August, drawing largely from the troll, trawl and small seiner fleet, which was winding up its salmon fishing.

Among the Columbia River boats to get to sea soon after the *Kiska* and *Betty* made report were: *New Mexico*, Frank Parker; *Brejoh*, Jalmer Johnson; *Barracuda*, Dick Merila; *Jenny Decker*, Trygve Johansen; *Eagle*, Eben Parker.



Fishing Tuna on the Under Side of the World

Big Seas off South Australia, and Chris and Sverre Jangaard found them full of tuna, taken readily only 20 miles from shore, and most of them, like these, prime Bluefin of one-pole size.

Market is Australia's Need To Reap Rich Tuna Potential

● Markets are what Australia needs in order to build a tuna industry.

The fish are there—in the Great Australian Bight at least—in abundance.

They are easy enough to catch for a crew with energy and a little experience.

Bait is available—*good* bait—but it must be fished for. It won't jump into the bait tank.

The problems are economic, and perhaps to some extent technological.

The tuna potential is very great, if—but there's that matter of markets.

Excepting spiny lobster, Australia's fisheries are undeveloped, and largely for local consumption.

● These are the opinions of Capt. Sverre Jangaard who with his brother Chris Jangard—note that Chris uses only one *a* in the second syllable of their name—recently completed three months of experimental fishing and investigation in the waters off the coast of South Australia.

There aren't many American fishermen—or fishermen of any nation, for that matter, better qualified to speak. The Jangaards started their fishing in Norway; came to the United States and fished halibut successfully; switched to pilchards in the 'Thirties; switched to Soupfin shark and Albacore as those fisheries boomed; took their boats to Southern California and concentrated on tuna fishing; been at it ever since, successfully.

When POFI and Kayler-Dahl Fish Co. wanted to give long-lining for tuna a commercial trial in the Line Islands a year or so ago, with whom did they contract? The Jangaards, because they were old hands at longlining, and tuna fishing too; and because they are confirmed explorers and innovators.

When the South Australian government, Port Lincoln Fisheries, Haldane Brothers and others of the Australian fisheries wanted a test of their tuna

resources, where did they make a set? Right; for the Jangaards.

● *TACOMA ON TEST*—They fished with two vessels, the *Tacoma* and *Fairtuna*. Sounds funny to find a tuna vessel named *Tacoma* in South Australia. It came about thus:

Years ago Haldane Brothers of Port Fairy, South Australia, wanted to build a vessel after the manner of some they had seen pictured in *Pacific Fisherman*. They wrote this journal, asking where they might secure plans. We gave them the name of several competent designers of seiners, with the result that they secured plans from Western Boatbuilding Co. of Tacoma. When eventually the vessel was completed the Haldanes were so pleased that they named the craft *Tacoma*, for that cradle of her type.

So that's the story.

Here's another one:

When the Jangaards arrived in Australia they were surprised in talking with fishing people to hear them refer to an "Alaska limit" boat.

"Where did you get that term?" they asked.

"Why from *Pacific Fisherman*. We read it like a Bible, and an 'Alaska limit boat' in our vocabulary has come to mean a seine-type craft of 50 to 60' length."

● *BOATS AND GEAR*—Tacoma is an 87' seiner. *Fairtuna* is somewhat smaller, and with different arrangement, but a satisfactory craft. Before going to Australia the Jagaard brothers sent drawings for tanks and equipment needed, and these were all ready upon arrival.

Vessel and gear performance was good. The *Tacoma* had her racks hung low, about 18" below the rail, which gave excellent fishing position. She trimmed down readily for fishing.

The fishermen were unaccustomed to bait fishing for tuna and some time was required to develop proficiency, but they came from seafaring stock. English and Scottish in large part, and took to it quickly.

However, in Australia, life—and fishing with it—moves at a slower tempo than in the United States.

● *NO BAIT PROBLEM*—Australian tuna fishermen have no serious problem in the matter of bait. There is a fair abundance of small fish along the South Australian coast.

The fish used for bait were small sardines, definitely a species of pilchard. They lived well in the tanks and presented no special problems. Some anchovies were available, but these had just finished spawning and were not in good condition for holding.

Tuna fishing experiments on the east coast of Australia in other years have had trouble with bait dying, but the Jangaards are inclined to believe this was due to inexperience in handling it rather than to any delicacy of the bait fish.

Some difficulty in getting bait was experienced at first, but after a small boat was employed with the lampara this was readily overcome.

● *PREMIER PARTICIPATES*—Prime Minister Plyford of South Australia, to whom the Jangaard venture was largely due, was keenly interested in the enterprise and went fishing aboard the vessels. Fortunately, the best fishing of the entire three months was struck while he was aboard—when they took 26 tons of fish in two hours, with only three men fishing at a time. The others were stowing fish.

Premier Plyford is extremely interested in developing the aquatic resources of that state and gave every encouragement to the venture.

● *FISH CLOSE-IN*—All tuna taken on the Jangaard trips were caught within 20 miles of shore; and within 80 miles of the cannery. That was as far as it was necessary to go. Sverre Jangaard believes that an American clipper, given a market in which to sell, could take a full load in a week with no trouble whatever.

The fish were virtually all "Southern Bluefin". A few yellowtail were caught. The "Southern Bluefin" differs slightly from the Bluefin familiar in the fishery off Southern California and Northern Mexico, but appears to be an excellent fish.

The first trip made hit two-pole fish and the boats loaded with tuna running 50 to 60 lbs. Subsequent trips encountered fish in a definitely different size bracket, running 20 to 30 lbs.

This fact was taken to indicate a migratory movement of two year classes through the area of the fishery, and probably indicated a seasonal trend, although during the period of the Jangaard cruises there was no apparent variation in abundance or availability of the fish.

Whether there is any important seasonal shift in the fishery could not be determined in the three months of operations.

● *Now what's that market problem?*

It would appear obvious that Great Britain, with its growing consumption of tuna to around 500,000 cases of imports in the past six months (*Pacific Fisherman*, June, 1956, Page 11), would be the prime market for Australia tuna, which would of course enjoy Empire preference.

The trouble there is that the United Kingdom's taste for tuna has been built up on goods imported from Peru, where bonito is employed in the pack. This fish gives a very light-

"We caught them there", Capt. Sverre Jangaard points the spot to Prime Minister Plyford, premier of South Australia, whose enthusiastic cooperation made the tuna explorations possible.

All photographs used in connection with this article were taken by the Adelaide **Advertiser**, and are used through the courtesy of that newspaper.

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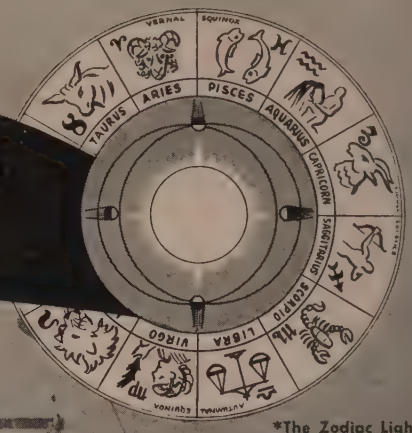
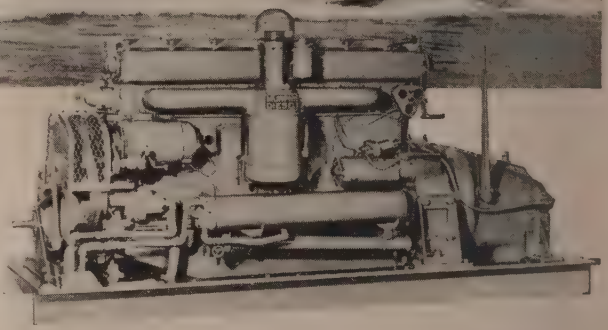


*The Zodiac Light, we mean. She's out of Vancouver, B.C., owned by A. C. Christiansen and powered by a 190 H.P. Murphy Diesel.

We don't know what your horoscope might say about a Murphy Diesel for your boat. But we do know what owners have to say about their Murphys. It all adds up to better performance, lower operating costs and bigger profits. There's a good reason, too—the advanced heavy-duty design of the Murphy Diesel. Your Murphy Diesel Dealer can give you full information. Call him, today!



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colored, mild-flavored, tender-textured product—and over the years the British buyers have come to like and accept this product.

Today when Australian Bluefin is offered in London it gets a cold shoulder from a market which finds it slightly dark in color, firm in texture, perhaps a little pronounced in flavor.

In other words, Australian tuna appears to be somewhat late in hitting its natural market, a market which has come to like another type of tuna, produced on the coast of South America instead of South Australia.

Maybe the fish could be sold in the United States. *Maybe*, but there it would be in competition with the domestic production of the American fleet; and with the shipments from Japan.

Moreover, and here is where the technologists come in, the Australian Bluefin in some cases appears to develop color changes in the process cook which constitute a problem from the standpoint of uniformity to say the least; and may produce color too dark to be acceptable to the American consumer.

● *FURTHER EXPLORATION*—Desirability of further exploration in the development of a South Australia tuna fisheries is indicated in technological, biological and economic directions.

Technologically, it would appear that close study of the fish themselves, the manner of its handling, the preparation and packing procedures, might indicate revisions which would eliminate or reduce the problems arising from color variability.

Biologically, and this term is used in the broad sense of a study of the living resource on the basis of practical fishing and study of availability, might well indicate the presence of species other than the Southern Bluefin.

For example, Sverre Jangaard feels that it is at least a fair gamble that Albacore could be found further offshore than the 1956 exploratory fishing was conducted. An Albacore find would be extremely important, not only because of the higher price which this species readily commands but also because there could be little doubt that the product would find ready acceptance in Great Britain canned, or in the United States in either canned or frozen form.

Economic research is indicated in determining the marketability of Australian tuna in Britain and other empire countries. What about Canada? Further studies indicated involve transportation costs, and how they might be reduced if volume of canned fish was available for shipment.

Beyond the Rim of the tuna world, the **Tacoma** seeks, and finds, rich schools. Here she is in fishing trim, down to her horseshoe, with her racks awash. The Jangaards rate this seiner, Australian built to Western Boatbulding Co. designs, a splendid craft in all respects, and readily convertible from seining to bait fishing.

Jangaard Brothers—Chris, left, who spells Jangard with only two letters a, and Sverre, who uses three. They work on the corkline strip of the expedition's lampara.

● *FISH WELL PACKED*—Australian tuna is well-packed by intelligent cannery help, who turn out a product of high workmanship.

The canneries are adequate, although not highly mechanized.

Government financing is readily available for fish packing operations which will produce goods for export, where they can earn foreign exchange; but goods for domestic consumption must get themselves off the ground.

● *POTENTIAL CONCENTRATED*—Jangaard studies of fisheries other than tuna led them to the opinion

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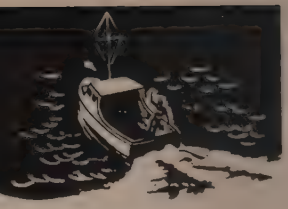

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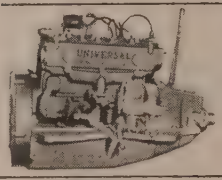
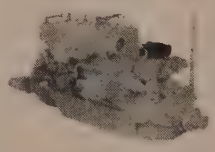


ATOMIC FOUR
25 HORSEPOWER
Direct Drive Model with manual reverse. Also available with reduction gear and other accessories at additional cost.
PRICE **$587.00**



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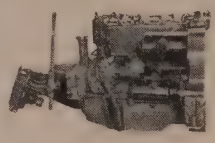

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Atomic Four Engine complete with Aqua Pak V Drive. Optional drive ratios available at additional cost.
PRICE **$754.00**

BLUE JACKET TWIN
12 HORSEPOWER
Direct Drive Model with magneto ignition. Electric starter and other accessories available at additional cost.
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Single Cylinder, Direct Drive Model. Also available with reversing gear and accessories at additional cost.
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UNIMITE 4 "AQUA PAK"
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Unimite Four Engine complete with "Aqua Pak" V drive. Optional drive ratios available at additional cost.
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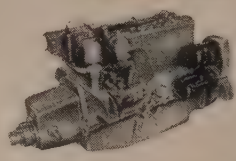

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Direct Drive Model with manual reverse. Also available with reduction gear and other accessories at additional cost.
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Super Six Engine complete with Aqua Pak V Drive. Optional drive ratios available at additional cost.
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that, with the exception of the well developed fishery for spiny lobster, the other fishery resources are of rather limited potential.

This applies particularly to the bottom-dwelling forms.

It is true that there seems to be an abundance of the pelagic fishes such as the tunas, migratory rovers; but this does not extend to fish of other types.

The 'couta and the so-called Australian "salmon", which is not a salmon at all, are taken in some quantities, but only the latter has much merit.

Populations of mackerel, pilchards, anchovies and other schooling fish were not believed by the Jangaards to be nearly so extensive as the Australians were inclined to believe. There seemed to be scant possibility of building a reduction fishery such as that which developed so spectacularly in South Africa a few years ago. In studying the schools visually and with an echo-sounder; and in sampling them with the bait nets, the Jangaards came to the conclusions that the schools generally were quite shallow and unlikely to yield tonnage on the order estimated by the Australians.

The small fish of this type however, seems to be sufficiently abundant to provide bait for any tuna fishery at all likely to develop.

• *WEATHER IS STIFFISH* — It's not all flyingfish weather in South Australia. Far from it.

Normally, there's a steady southeasterly blowing, which builds up a considerable sea, although generally it is fishable. It's weather much like the summer northwesterlies along the coast of British Columbia, Washington and Oregon.

Harbors are numerous and excellent. Fishing ports provide labor pools of moderate number of qualified help for the canneries.

However, at these outports on the south coast of Australia shipping service is irregular and longshoring costs high. Cost of laying down a ton of canned fish in London from South Australia is most discouraging to the private operators.

• *WHAT'S NEXT?* — Sverre Jangaard spent several weeks at home in San Diego upon his return from Australia by way of Hawaii. Then he visited Terminal Island and talked tuna in galleys and offices.

Currently he's taking the *Cape Falcon*, the late Louis Peterson's converted Y.P., south on a trip for tuna.

The Jangaards are still interested in longlining as a means of taking tuna from waters where there are no tuna on the surfaces; or where there is no live bait available to bring them up. It's a matter of gear susceptible of mechanization — and they have ideas.

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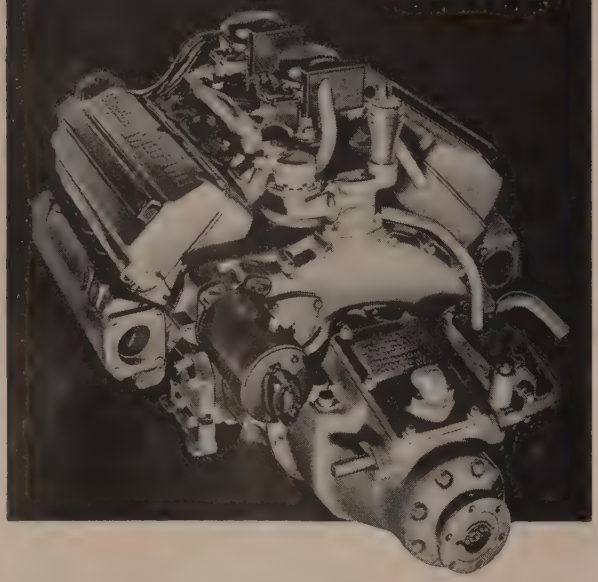

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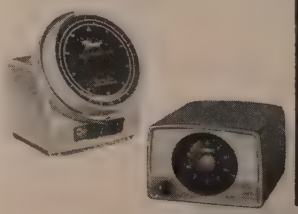

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R. L. Albin To Operate Maritime Shipyards, Seattle

Robert L. Albin has taken over operation of Maritime Shipyards of Seattle, effective September 1. The ownership change does not involve any change of staff.

Maritime Shipyards earned recognition during wartime and recent years for its origination and construction of wooden power scows, and as repair and maintenance facility for cannery tenders and other fishing vessels.

Mr. Albin is the former general manager of Ames Terminal, and was also manager of Ames Shipbuilding and Drydocking Co., which built steel ships during wartime and continues as a steel fabrication plant and machine shop. In years dating back to World War I, the Ames shipbuilding firm was noted in the construction of wooden ocean-going cargo vessels.

Canadian Claim to Hecate Strait Waters Forecast

● Canada will declare extension of its territorial waters over the whole of Hecate Strait.

When? Soon.

She will, however, not seek to exclude American fishermen from those waters, evidently accepting that generations of fishing there by Americans have given them historic rights which should not be denied.

● Canada will go further. She may be expected to claim similar extension of territorial waters throughout the Gulf of St. Lawrence, and in the gulfs, sounds and basins of the Arctic Archipelago.

Furthermore, she can be expected elsewhere to assert extension of her territorial waters to 12 miles from shore, measured from a base line running from point-to-point.

● These things are reported from Ottawa, and not denied.

In Vancouver broad satisfaction in the prospect is expressed; and there is no denying that the measures are prompted by threats that nations without historic fisheries in Hecate Strait might seek to establish operations there.

Skipperette Candidates Come From the Fleet

Five of the girls who competed in the finals for the title of Skipperette of the 1956 San Pedro Fishermen's Fiesta were related to the harbor's fishing industry. Ann Marie Cuomo's father is skipper of the *Vittoria*.

Ann De Meglio's father is employed at San Pedro Boat Works and her uncles are fishermen.

Joanne Falcone is the daughter of Benedict Falcone, member of the crew of the *Ronnie M*.

Anthony Gradis is the proud father of Jeanette, who is employed as a stenographer at the Los Angeles Harbor Department. Mr. Gradis is part owner of the *Western Star*.

Yvonne Jeldum is the daughter of fisherman Dan Jeldum, crewman on the *Sea Spray*. Her sister, Dena, was Skipperette in 1954.

Creek Robbing Penalty $2,500 Fine and Jail

When Akan McCay of Wrangell, Alaska, pleaded guilty in Juneau to fishing in an area long closed to salmon seining he was fined $2,500 and sentenced to 10 days in jail. This was late in August.

Four members of his crew on the seiner *Guffy* were fined $500 each. They were Karl Thiele, Charles Miessner, Tom Clark and John Larson.

More severe penalties had been recommended by Donald McKernan, Alaska fishery administrator, who contended that violators will risk small fines because of the profit opportunity in high-priced fish.

Joe Alioto, son of **I. Alioto,** head of Consolidated Fisheries, Inc., San Francisco, is temporarily in charge of operations of Bodega Bay Fisheries, Bodega Bay, Calif., during the illness of **Frank Lucido,** manager.

* * *

Lincoln, trawler owned and operated by Consolidated Fisheries, Inc., San Francisco, is now back on the job after a summer lay-up. **Vince Doria** is skipper.

* * *

L. F. Hubbard, secretary-treasurer, Consolidated Fisheries, Inc., is back on the job again after a combined business and pleasure trip which took him to New York and Washington, D. C.

World's Largest All-Nylon Tuna Seine was made by A. M. Starr Net Co. from

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NYLON SEINE TWINE

It's only natural that the largest All-Nylon Tuna Seine for the *Anthony M.* be made from Nylon Seine Twine by the largest manufacturer, Brownell. The Brownie Trade Mark is your assurance of 100% high-tenacity DuPont Nylon Yarns.

When buying your all-nylon Tuna Seines, be sure it's made from Brownell Nylon Seine Twine made especially for you by Brownell who has been serving the commercial fishing industry for over a century.

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CHRYSLER MARINE ENGINES

Each boat—Judge, Stella and Grace (pictured)—is a Nova Scotia open-type hull built by Atkinson of Clark Harbor, Nova Scotia. Each boat makes about 15 miles per hour, powered with a Chrysler Royal Marine Engine.

Marker buoys not only mark location of traps but colors also indicate ownership. Left is Charles Ponzo, owner-skipper of **Grace,** with crewman John Hughes.

Lobster traps being prepared for setting. Frank Ternullo, left, owner-skipper of **Stella,** and crewman Charles Ternullo will bait traps and drop them so as to rest on or near rocks in 30 feet of water.

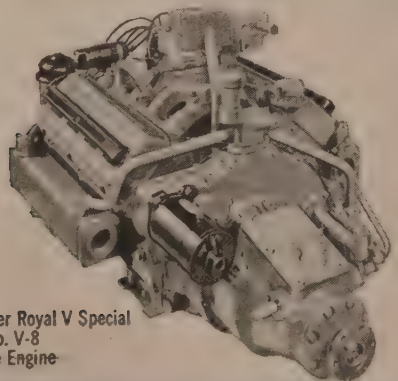
Good eating assured. Vincent Loguidice, left, owner-skipper of **Judge,** and crewman Gaetano Loguidice remove lobsters from trap. Each trip, boats bring in from 200 to 250 pounds of lobsters weighing from one to four pounds apiece.

YOU DON'T "baby" marine engines on a Massachusetts Bay lobsterman's schedule. Once the lobster season is underway, it's out at 4:30 A.M. seven days a week, back about 4:30 in the afternoon. While you're out you put in anywhere from 50 to 70 miles picking up or setting 400 or so lobster traps. In between trips you check over and repair traps and paint marker buoys.

On a tight schedule like this, a dependable marine engine is the difference between success and failure. Small wonder then, Chrysler Marine Engines are so popular with lobstermen in the Boston area.

Vincent Loguidice, Frank Ternullo, Charles Ponzo and thousands of other commercial fishermen along the eastern seaboard find Chrysler Marine Engines the fastest starting, most reliable and most economical marine engine ever built. They find all the important "extras" are standard equipment with Chrysler Marine Engines. You will, too, and you will also find that Chrysler Marine Engines are priced down with the lowest.

With Chrysler you have fast service and parts availability too because Chrysler Marine Engine Dealers are everywhere. For full information, see the nearest dealer or write: ***Dept. 159, Marine Engine Division, Chrysler Corporation, Trenton, Michigan.***



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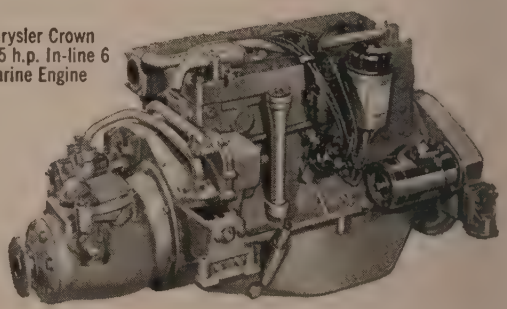
150 h.p. V-8
Marine Engine



Chrysler Crown
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Jeanette, 65' sleet shrimper trawling out of Mazatlan for the Congeladora del Pacific. She is characteristic of the modern fishing vessels of Mexico's Pacific shrimp industry.

Arturo de Cima, manager of Congeladora del Pacifico, Mazatlan, operating a 40-boat shrimp trawling fleet.

Mazatlan's Steel Shrimp Fleet Modernly Equipped

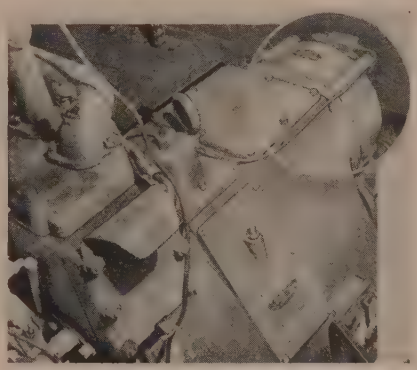
• Forty of the fleet of all-steel shrimp boats fishing from Mazatlan on the West Coast of Mexico are equipped with Western Gear Model 60 Sea-Master reduction gears with hydraulic power take-offs at the after end, where the take-off is combined with the reduction gear, thereby eliminating any need for a front-mounted unit.

The hydraulically-actuated power take-off is controlled separately in operation of auxiliary equipment, regardless of whether or not the main shaft is operating. It is proving exceptionally effective in meeting the power needs of trawl fishing.

Custom-engineering is an important feature of Western Gear marine work and includes the control of torsional vibration as it affects performance of the gear unit. Research has indicated that an estimated 75 to 90% of all reverse and reduction gear trouble is attributed to the effects of torsional vibration.

In Western Gear installations, final checks are made by Western gear and engine builder engineers to confirm prior calculations and testing, which is carried out by means of torsiograph analysis to measure the torsional characteristics of the propulsion system.

Western Gear states that much of the good performance of its gear is due to the Flex-Master coupling in the gear, which takes the shock off the engine. The coupling consists of a torsionally flexible element and a large inertia or "tuning" flywheel.



Combined Take-off is circled in this illustration of the Sea Master 60 Western Gear so widely favored in the Mazatlan shrimp fleet.

Mackerel Tops Anchovy Canning for July

Anchovy production in Southern California resulted for July in 1,579 tons and 37,432 cases. There was some activity in pismo clams from Mexico, 46 tons yielding 7,807 cases.

Mackerel tonnage was 3,512, producing 66,407 cases.

Brine Chilling Lauded

Jack Mandy reports from Newport, Ore., that he recently installed a chilled brine tank on his boat *Rujac* and finds it very satisfactory. Fish were held 14 days, he says, in as good condition as the day they were caught.

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"A full load in record time" — that's the story reported by the Tuna Seiner *Anthony M* out of San Pedro after her first trip with what is undoubtedly the world's largest all-Nylon net, especially made by the A. M. Starr Net Company.

Lighter than an ordinary net, Captain Anton Misetich of the *Anthony M* states the new Starr Net handles beautifully and he is looking forward to several seasons of dependable service.

Starr, serving the industry for over 60 years, continues to be the leader in the development of improved types of commercial fish netting.

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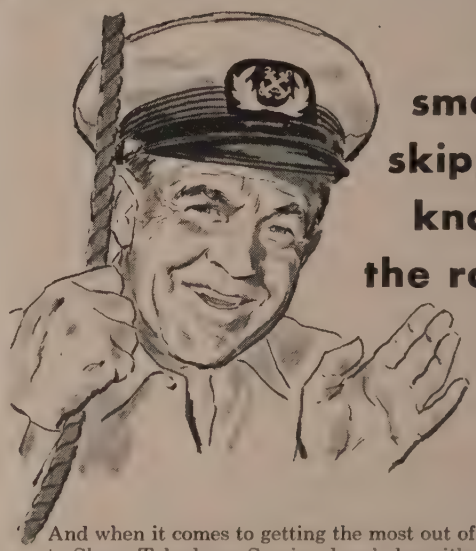

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Pacific Telephone

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

Cod-Taggers Must "Vent" Fish of Expanded Gases

Close to 2000 bottom fish were tagged by Washington Department of Fisheries biologists during the summer. Using the University of Washington vessel *Commando,* the investigators tagged trawl-caught fish, including true cod, English sole and ling cod. The tagging of true cod represented the first attempt by the Department to gain information on the migratory behavior of this species.

Because of the "bloating" effect when this species is brought to surface, it is necessary to force gasses from the body cavity of the cod. This is accomplished by puncturing the fish and applying pressure to the body wall. The true cod has ranked first in poundage of trawl-caught fish in the State of Washington for the past several years. Little is known concerning the seasonal movements of this species.

Tuna Bait Report

The Inter-American Tropical Tuna Commission has recently published Bulletin No. 5 (concerning results of investigations on tuna bait in the Gulf of Nicoya region of Costa Rica. The publication deals with a study of the abrupt decline of the anchovelos population, an important bait fish. Clifford Peterson, the author, reveals information on the biology, classification, habitat and importance of this and other species of bait fish used by tuna fishermen. The paper is printed in English and Spanish.

Art Paquet's "Marian F." Finds Tags Without Fish

The proverbial "finding a needle in the haystack" became an actuality when a plastic fish tag was returned to the Oregon fish commission research laboratory at Astoria by Arthur Paquet, skipper of the *Marian F.,* Astoria drag boat. While sorting a catch of bottom fish taken by his otter trawl net off the mouth of the Columbia river, Paquet noticed two red and white discs held together by a silver pin laying on the deck. The tag had apparently caught on the webbing of the net and was dredged up from the deep.

Following the "Return to Oregon Fish Commission" directions on one of the discs, Paquet learned from biologists that the tag had been put on a 19" Chinook salmon near the mouth of the Columbia river during a biological study in 1951.

As this covers a period longer than the salmon could have lived, how and when the fish and the tag parted company must be left to one's imagination. Jack Van Hyning, fish commission biologist who was in charge of the 1951 study, surmised that the tag may have worked loose and dropped to the ocean floor shortly after the salmon was released. Then too, the fish could have perished, and in due time the set of discs came to rest on bottom until dredged up by Paquet's net.

California Catch Down

A recent report of the California Department of Fish and Game shows the 1955 commercial fishing fleet landed 602 million pounds—a decrease of 23 million pounds from the 1954 catch.

Lower Skipjack landings were the main factor contributing to the decrease in 1955 volume. Skipjack catches were reported to be 52 million pounds under the previous year. Yellowfin catches were up 2,000,000 pounds. Factors contributing to lower landings of Skipjack were said to be "not apparent". Sardine landings of 9 million pounds was restricted by unfavorable economic factors within the industry.

Weyerhaeuser Clears Salmon Obstructions

In conjunction with the Washington Department of Fisheries Stream Clearance Program, the Weyerhaeuser Timber Co. is dismantling a splash dam on the North Fork of the Naselle River.

A number of other log jams over a four-mile area of river are also being removed to help fish passage. The stream clearance will be continued by the company until the stream is fully open. In cooperation with the Department, Weyerhaeuser is also assisting in clearing Grays River.

3,600 Canadian Fishermen Come Under Indemnity

Nearly 3600 Canadian fishermen, with boats valued at more than $8,000,000, are now covered under the Fishermen's Indemnity Plan, British Columbia leading other provinces with a total coverage of nearly $5,000,000, even though more boats are actually being covered in the Maritimes.

Moderately priced marine insurance for small vessels under the Canadian government-operated Fishermen's Indemnity Plan has made steady progress in the three years of its operation. In the first year, 1954, total coverage was $3,288,000.

British Columbia is among the low claimants with a total of only $35,000.

Ocean Perch Permit Period Is Shortened

The ocean perch permit period beginning July 1, 1955, in Washington state will be shortened to three months to allow a change in the effective seasons. After this interim period, perch permits will be issued for six-month periods beginning each October 1 and April 1. However, to qualify for a permit, those boats which held a permit in the preceding period must have landed perch amounting to at least 20% of their aggregate landings. A permit may be requested or relinquished at any time during a six-month permit period, and the ratio of perch to other species caught will be computed for only the actual time a permit was maintained. If a permit is relinquished, the operator may not continue to carry or use the small mesh net.

As result of a meeting July 30 with trawl operators, the Washington Department of Fisheries has agreed to discuss the subject of trawl mesh sizes and modified net construction at the November meeting of the Pacific Marine Fisheries Commission.

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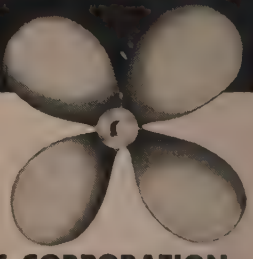

are *standard* throughout today's fishing industry, from California to Maine. Experienced owners and fleet-owners know these Columbians just can't be beat for rugged dependability, economical operation.

SEND FOR CATALOG

COLUMBIAN BRONZE CORPORATION
Freeport, L. I., N. Y.

Sandra is Waino Bloom's Seattle troller, which he repowered recently with a 105-hp. Cummins diesel. With her new mill she delivers up to 9½ knots when she's running to market with a trip of salmon. The Cummins delivers its power through a Capitol 3:1 hydraulic reduction gear.

"Betty G" Survivors Rescued by C. G.

Three crew members of the *Betty G*, including the skipper, Nels Grofholdt, were picked up by the Coast Guard cutter *Perseus* from a beach in Baja, California, several days after the boat capsized and sank. Picked up earlier were three other crew members.

1956 Halibut Time Table Takes Several New Twists

● Halibut time table for 1956 took on more new twists than rope from the wrong side of the coil.

They gave the fleet—and the trade—something to wrestle with; and the fleet at least found the wrestling match fun. It yields good prices and profitable trips.

From the standpoint of the trade, the prospect of fresh halibut until November 1—in restricted volume, of course—was generally a pleasant one. Of course, availability of fresh fish may tend to impede sales of frozen somewhat, but it is doubtful if the deliveries will be actually shipped in fresh for to more than a few markets, most of them in California.

● What produced the new time table? The delay in start of the season. The stay-in-port between trips.

These two decisions of the fleet had a cumulative effect in extending the several seasons. Moreover, fish were not too abundant. As result, the regular halibut season in Areas 3A and 3B did not end until August 24.

The second season in Areas 1B and 2 opens Sept. 9 and runs to Sept. 16. In Areas 3A and 3B the second season also opens Sept. 9 and runs until Sept. 18.

Third season in Areas 3B opens Sept. 30 and runs until October 23.

There are no catch quotas in these second and third seasons.

● It is anticipated that there will be a substantial amount of fall fishing during the extra seasons in Area 3B, which covers waters west of the Shumagin Islands and into the Bering Sea. Some exceptional catches were made there by *Polaris*, tagging for the International Halibut Commission early in the season, and there can be little doubt but that several of the larger vessels will seek to test it for fall abundance.

The Westward fall season will come as something of a godsend to cold storage at Sand Point because there has been little incentive for vessels to sell to Westward when under the necessity of staying in port between trips. With that stricture off during the extended no-quota seasons, Sand Point may get a pack after all.

SAN PEDRO SEINE SETS

● FRED A. SEATON, newly appointed Secretary of the Interior, has accepted an invitation to be the speaker at Fishermen's Fiesta, San Pedro, Sept. 16. . . The first meeting of the late summer for the Fishermen's Cooperative Auxiliary was held in mid-August in the Cooperative building at Berth 73. . . President Mrs. Roy Katnic presided. . . Violet Groves has become the new secretary to Ed Morris of the Tuna Research Foundation, Terminal Island . . . and Orval Holman is the Foundation's new research assistant. . . Ross McCabe, who spent a long time building the hull of a very fine fishing boat, the *St. Jude*, has taken off, with Ed Derringer, who completed the vessel, from San Pedro, to deliver the boat to the laboratory of the Inter-American Tropical Tuna Commission in Panama. . . Tate Miller, who retired recently from the California Fish and Game Commission, starting his work at Terminal Island, died in August on a trip to Kern County. . . His son lives in San Pedro. . .

● Fishermen's Fiesta of 1956 at San Pedro will be publicized by letters carrying Fishermen's Fiesta Stamps. . . . The stamps are a bright sea-blue, printed in black ink and carry the official symbol, a tuna in a sombrero. . . . The theme for the Fiesta this year is "The Sea Around Us" . . . Andy Kulgis of the seiner *Courageous* was reported to have been the first to enter his boat in the annual Fishermen's Fiesta boat parade in San Pedro harbor. . . The ILWU fishermen's union, whose business manager is Anthony Sokolich, has petitioned the National Labor Board, Los Angeles office, for a hearing on the consolidation of the two fishermen's unions (the other union is AFL-CIO; ILWU is a part of the independent longshoremen's union). . .

● GERALD ZAR, son of Joe Zar, manager of the Berth 73 branch of Marine Hardware Company, specializing in Linen Thread Company netting, etc., in August was participating in the USGA Junior Golf Tournament held in Massachusetts. . . Sixteen-year-old Gerald and his dad were guests, before his departure for the East, of Dick Mitchell at the San Pedro Rotary Club. . . the children of Mr. and Mrs. Angelo DiLeva of San Pedro recently gave a party for their parents to celebrate the 25th wedding anniversary. They have lived in San Pedro all their lives. . . Mrs. Anthony Nizetich was recently honored when she retired as junior president of the San Pedro Chamber of Commerce Women's Division. . .

● SUN BEAM, big 98-foot purse seiner, which was at one time skippered by Mike Elich and Larry Zuanich, and which has been fishing in South America, was drydocked at Wilmington Boat Works in early August . . . her owners are now reported to be Nick Trutanich and John Vitalich. . . Trutanich is the skipper and the seiner was fishing off Secorro in mid-August. . . *Anthony M's* new skiff has been re-powered with a GM 4-51 diesel, 3½:1, supplied by Crofton Diesel Engine Co., San Pedro. . . . . Plastic pipe has been installed, three-inch size, in sections of the bilge lines of the *North Queen* and the *Pioneer*.

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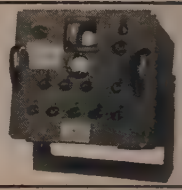
LORAN Compact, direct-reading aid to long-range navigation. No special training required to operate. Fix obtained from single, 28-tube unit in matter of seconds, regardless of weather or sea conditions. Absolutely accurate though relatively low in cost.



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LINES and LEADERS

Irving Halpern, supervisor of research and development of the Enterprise Engine & Machinery Co., San Francisco.

Garrett Merges Northill

The Garrett Corporation's wholly-owned subsidiary, the Northill Company, Los Angeles, has been merged with Garrett's Air Cruisers division.

Northill's principal products, the well known Northill lightweight anchor and the Northill Air-Lung, will continue to be sold and identified under the Northill trademark, but will be produced and merchandized by the Air Cruisers division.

"Outboard Marine" Name Now Becomes Official

The corporation to which Evinrude, Johnson and Buccaneer outboard motors belong is changing its name.

Outboard, Marine & Manufacturing Company, Waukegan, Ill., now becomes Outboard Marine Corporation.

The board of directors, with stockholder approval, changed the name to become effective August 1. The change is being made to simplify the title inasmuch as the organization has been referred to as "Outboard Marine" for many years.

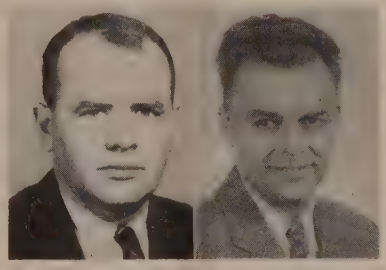
G.M. Advances E. K. Kelly

The appointment of Eugene K. Kelly as works manager of the Detroit Diesel Engine Division of General Motors has been announced by Clyde W. Truxell, general manager. In his new post, Mr. Kelly succeeds Mr. Truxell whose appointment as general manager was also recently announced.

Tidewater Makes Ransford Wholesale Sales Manager

James A. Ransford of Oakland, Calif., has been promoted to manager of wholesale sales of Tidewater Oil Company's western marketing division.

In his new assignment, Mr. Ransford will be responsible for industrial, farm, commercial, and marine sales, as well as for special product sales and technical service to the oil company's customers.



W. E. Fischelis, Jr. **G. L. Nichols**

Mr. Fischelis is the new manager of advertising and sales promotion of the Exide industrial battery division of Electric Storage Battery Co.; and Mr. Nichols is the new manager of the company's Seattle branch.

Headline Misinterpreted

A headline in the July issue of PACIFIC FISHERMAN conveyed the impression to some readers that The Buda Company had been sold to Utility Trailer Sales Co. of San Francisco. Actually, it was the Buda Engine & Equipment Co. which was sold.

The Buda Company is now a division of the Allis-Chalmers Manufacturing Co.

Plymouth Cordage Conference Climaxes in Shellfish Feed

Lawrence F. Southwick, assistant general sales manager of the Plymouth Cordage Co., came out to the Pacific Northwest in August to confer with western distributors of that firm's products. While he was in Seattle he was joined by A. L. Bergman, Plymouth's Pacific Coast manager, up from San Francisco; and by his son, David L. Southwick, the Pacific Northwest Plymouth representative, who makes his headquarters in Boise.

They were guests the night before the Seafair Trophy unlimited hydroplane race on Lake Washington at the Bellevue, Wash., home of R. D. Ladd, vice president and general manager of the Pacific Marine Supply Co., long-time Plymouth distributor.

Mr. Southwick had fresh, live Atlantic lobsters flown out from Rockland, Me., for the supper, while Mr. Ladd provided shrimp from the Gulf of Mexico, Puget Sound and Alaska; and fresh crab legs from Washington and Alaska waters.

The party included Milton A. Dalby, Neal Slaton, Robert J. Allen and Jerry Jurkovich of the PMS staff, and Bill Angus, general manager of the Pacific Fishing & Trading Co.

Alaska Wickwire Agency

Alaska Cummins Diesel, Inc., Seattle, Wash., and Ketchikan, Alaska, has been appointed distributor of Wickwire rope for southeastern Alaska, according to R. C. Huntrees, Pacific Coast manager, Wickwire Rope Division, Colorado Fuel & Iron Co., Oakland.

Alaska Cummins Diesel, Inc., will have a complete stock of Wickwire ropes warehoused in Ketchikan to serve that portion of Alaska.

New Bottom Paints in the famous Pettit line include Coppercide Red, a greatly improved red coppy type of bottom protection and Vinylcide Red, produced after four years of testing of vinyl type anti-fouling coating.

Winslow, Filter Firm Founder Enters Retirement

Retirement of Charles A. Winslow, founder and for more than a quarter of a century president of the firm, has been announced by Winslow Engineering Company, Oakland, Calif.

Mr. Winslow, nationally recognized pioneer in the development of full-flow filtration systems for fuels and lubricating oils used in internal combusion engines, will continue as a director and will serve as a consultant on engineering problems.

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Conventional bottom paints can't give you the longer-lasting fouling resistance of "TRADEWINDS" Anti-Fouling. Bottoms protected with this highly-toxic Woolsey formula *remain clean*...and this remarkably efficient repellent also insures excellent slip and smoothness. Repaint with "TRADEWINDS" and forget that mid-season haulout.

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FRANK SIMON ASSOCIATES OFFERS FOR SALE: Commercial Fishing and Work Boats of all types and sizes, ranging from $2,000 to $200,000. Write Berth 205A, P.O. Box 834, Wilmington, Calif., or call TE 5-3101.

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was equipped with a Bendix horizontal fish scaner . . . the work was done by Eminger's Marine Service in San Diego. . . . The RCA office at San Diego has installed an ET 8057 on Cyrus Miller's *Seven Cs.* . . . Tony Codina of National Steel reports the application of Dimitcote on sections of the new tuna clipper *Elsinore* and in the wells of the *White Star, Paramount* and the *Jenita.* . . . The *Elsinore* had a finish of American Marine paint and then was scheduled to leave on her first voyage for tuna in July. . . . Gaetano Carrao lost an eye on a fishing accident aboard the *Mary Louise.*

SAN DIEGO-built boats, 16-foot tuna tenders, by Kettenburg, will soon be operating in Spain from steel tuna clippers under construction in Spain. The tenders will be powered with Chrysler Crown V-Drives. . . . It is understood that the two boats being built are based on a design by an American architect, 122-feet in length and similar to the *Challenger* and the *Excalibur,* built by Avondale. . . . Gil Kuhn, Marine Products Company vice president, has been appointed freshman grid coach of the University of San Diego. . . . Cosimo Cutri, who has an ownership in several tuna clippers, and who also conducts an insurance business in San Diego, has been appointed vice consul to represent the Italian government. . . . Frank Buono, long associated with the fishing industry of San Diego, recently resigned as representative in San Diego for the Italian Consulate.

"Dominator" Tuna Packed Under Boat's Own Label

An owner of a new all-steel tuna clipper has formed a sales company for the marketing of tuna under his own label. The man is George Soares, owner of the *Dominator,* which was built in 1955 by National Steel & Shipbuilding Co. of San Diego.

The tuna produced by the crew of the *Dominator* is being packed by South Coast Fisheries, Inc., whose president is J. S. DeSilva, Terminal Island.

The labels, produced by the H. S. Crocker Co., Inc., represented in San Diego, are designed in red for solid pack light meat tuna, showing a reproduction of the clipper *Dominator;* in dark blue, for grated light meat; and in light blue for chunk style. Mr. Soares emphasizes in his label that the tuna is "American caught fish."

The solid pack is 7 oz. in weight; grated, 6 oz.; and chunk, 6½ oz.

The office of the Dominator Company is located at 4045 El Cajon Blvd., San Diego.

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SAN DIEGO BITE-SIZE ITEMS

● *IT WAS* the sweetest message I ever received in my life" . . . so said Capt. Nels Grotholdt of San Diego, whose vessel *Betty G.* sank with Albacore aboard off Baja, California. He was referring to the message dropped from a coast guard patrol plane to him and his two crewmen adrift in a skiff after the vessel's sinking. The message said: "You have been sighted by a Coast Guard plane" . . . *Sun Dawn* has been sold by Sun Pacific, Inc., to John Cabral of San Diego . . . *Valiant*, owned by Joseph R. Rogers, has been sold to California Marine Curing & Packing Company of Terminal Island. . . . Roy Maseda's fishing boat *Don Q* has been officially listed as burned . . . she was powered with a 115-hp. gas engine.

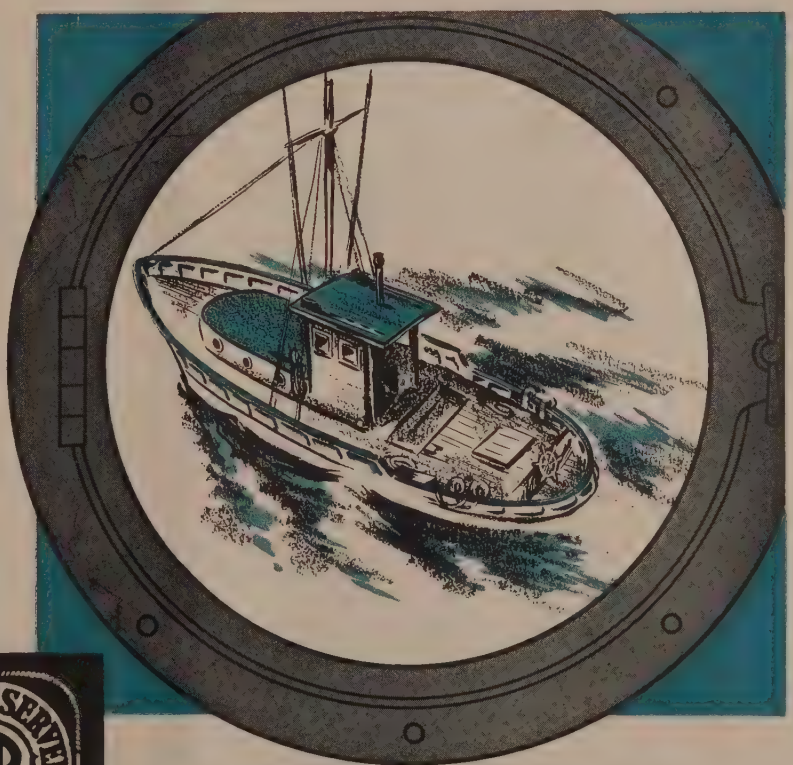
JOE MADRUGA has taken command of the *Sanita Anita* for her current trip. . . . *Balboa* and the *Mary Jean* fueled at the Shell marine dock preparatory for the mid-summer tuna trip. . . . Van Camp was scheduled to open its San Diego tuna plant about July 9, after a thorough plant overhaul. . . . the *Viv* has a new General Motors engine. . . . C. J. Hendry Co., San Diego, reports an increasing use of all-nylon Ederer netting for sea bass gillnets — recently the *Mary Jean*, *Marie Louise* and *Holy Family* have hung such all-nylon nets . . . Ederer nylon No. 15 and No. 27 twine is used. . . . there is also an increasing use of nylon in the sacks of the tuna clipper bait nets. . . . And C. J. Hendry is supplying increasing quantities of Columbian nylon rope to the tuna bait fleet, for work on tuna poles, ¼ diameter and 5/16, depending on whether the poles are one and two-men rigs, or three-pole gear. . . . Joe Brennan, C. J. Hendry in San Pedro, reports active sale of Ederer's linen webbing to such purse seiners as the *Sea King*, the *Pioneer* and the *Sea Boy*.

Holy Family, 38-footer, owned by Tony Brancaleone, has been repowered with a Chrysler Crown, 3:1 reduction gear . . . and Kettenburg also installed a Chrysler Crown in the *Nica*, Tony Carona . . . and a Chrysler Ace in the tender of "Pop" Morgan's *Corsair* . . . not so long ago, the salmon-Albacore boat, *Tuna*, Wayne Smith,

WHY TIME-TESTED
TRIPLE C
BEATS THE HIGH COST OF HAUL-OUTS

Fishermen say Triple C is good for boat bottoms, but they really mean it's bad for grass, teredos, and all other marine growth. With Triple C . . . Cape Cod Copper Compound . . . keeping bottoms clean, slick and drag-free, owners expect their boats to go faster, burn less fuel, and need fewer costly haul-outs.

Actually, most people who know and use the sea, know and use Triple C. Its only secret is the formula, time-tested to guarantee anti-fouling action for months longer than ordinary bottom paints.



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STANDARD ENGINEER'S FIELD REPORT

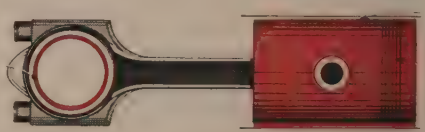
LUBRICANT RPM DELO OIL

APPLICATION M/V NEW HOLIDAY
San Francisco, Calif.

No carbon deposits in two years of using RPM DELO Oil

Inspection of M/V New Holiday's 200-h.p. GMC diesel after two years' operation on RPM DELO Oil showed no carbon build-up, sludge or deposits of any kind. The 47½-foot, all-steel sport fishing cruiser operates daily charter trips out of San Francisco's Fisherman's Wharf. Fred Morini, owner and skipper of the vessel, says, "I know from experience RPM DELO Oil will keep this engine in top condition; it kept the engine in my previous boat trouble-free. When you're 30 miles beyond the Golden Gate you can't risk an engine breakdown. That's why I rely on RPM DELO Oil."

Why RPM DELO Oils reduce wear — prolong engine life



• Oil stays on engine parts—hot or cold, running or idle • Anti-oxidant resists lacquer formation • Detergent keeps parts clean • Special compounds prevent corrosion of bearing metals • Inhibitor resists foaming.

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STANDARD OIL COMPANY OF CALIFORNIA

For U. S. Fishery Reorganization--

General Approval

● General approval characterized the industry reaction to the Fish and Wildlife Service reorganization bill passed by Congress in its closing hours and signed by President Eisenhower.

The bill provided many of the changes which the industry had sought and—perhaps more importantly—rejected the various crackpot proposals which were generally condemned—the U.S. Fisheries Commission in particular.

● *Outstanding features* of the reorganization bill were two:

1. It established a position of Assistant Secretary of the Interior for Fish and Wildlife—something the industry has sought for years in order that its spokesmen would stand at the policy level in the Federal structure, and would speak with authority in international contacts.

2. It continued the Saltonstall act permanently and removed the $3,000,000 ceiling on its funds, which can be expected to average about $5,000,000 annually hereafter.

● *Who Will Be Named?* This is a question to which no hint of answer had been given at presstime.

If precedent established in the case of other assistant secretaries is followed, this appointment will be primarily of political character, with the new Assistant Secretary qualified by background and experience.

A peculiarity of the reorganization bill is that it provides a *Commissioner* of Fish and Wildlife, ranking below the Assistant Secretary; and then a *Director* for each of the two new bureaus, Commercial Fisheries and Sport Fisheries and Wildlife.

The functions, as well as the personality, of the Commissioner is a matter of considerable interest and speculation. The official Department of the Interior release says: "Both directors (of the bureaus) will handle their responsibilities under the direction of the commissioner, who, in turn, will be subject to the supervision of the Assistant Secretary for Fisheries and Wildlife."

● *Division* of responsibilities under the reorganization bill separates sport fisheries from commercial fisheries. Just how this is to be done is left to the administrators. This provision of the measure is one of the few at which the fishing industry looks with misgivings.

In the final bill whales, seals and sea lions were placed in the responsibilities of commercial fisheries, while "other sea mammals" went to wildlife. This was a point over which the commercial fisheries had felt much concern, as the effect of predation on the salmon fisheries—and those of Alaska in particular—is just beginning to be fully realized by the Federal authorities. To have conferred control over these predators to the wildlife bureau would have been tantamount to granting them perpetual protection.

● *Presidential Reservation* on one point in the bill was noted in the Eisenhower signature message, where he said:

"In signing the bill, I do not regard as a directive the provisions of Section 8 which relate to United States representation at international conferences and negotiations concerning fish and wildlife matters. If they were to be so construed they would, in my judgment, be unconstitutional as limitations on the authority of the President of the United States to conduct negotiations with other governments through agents designated by him or at his direction. Accordingly, I regard these provisions as merely an indication of the desire of the Congress that the resources of the Interior Department be utilized in the formulation of United States policies affecting fish and wildlife matters, which of course I fully share and which is and has been my policy".

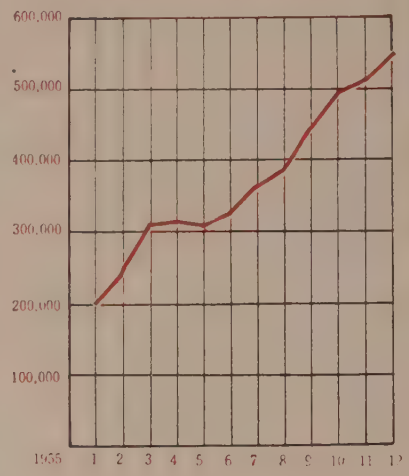
● *Fishery Policy* of the United States is declared in the bill to a degree never before stated by Congress, and in terms which may provide a valuable ground from which the industry moves in the future.

The policy declares fisheries to be essential to the national good, and that they must as fundamental needs have:

1. "Freedom of enterprise";

2. "Protection of Opportunity" — maintenance of an economic atmosphere in which domestic production and processing can prosper; protection from subsidized competing products (Editor's Note: this *could* mean farm products); protection of opportunity to fish on the high seas in accordance with international law.";

3. "Assistance consistent with that provided by the government for industry generally", and including "current information"; research for economic, technologic and conservation development; "resource management to assure the maximum sustainable production of the fisheries."



Use of the MANRYO Rot Proof Fishnet Spread throughout Japanese Fisheries

JAPANESE FISHERIES have made revolutionary progress in recent years through adoption of several notable improvements in techniques. One of these new developments is the use of synthetic fibre fishnets, and the most popular brand of synthetic fishnet is the "MANRYO". Because of the extremely widespread use of the MANRYO Fishnet a veritable revolution has taken place in Japan's marine industry. The monthly use of MANRYO Fishnets in Japan was, in 1955, as shown in the subjoined table, and it is obvious from the figures that MANRYO is rapidly replacing cotton fishnets.

The improvements in efficiency that have been effected in Japan through the use of MANRYO Fishnets can easily be yours.

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UA-162

Calif. Albacore Price Rises as Run Develops

• The Albacore fleet sailed through August with the prospect of a fairly good season. The price opened at $350 a ton, later went to $375.

Pete Repovich, manager of the California Commercial Fishermen's Association, Inc., Terminal Island, reported the Albacore fleet numbered about 100 less than last year. Many Northwest boats, whose owners liked the high salmon prices, stayed home.

Imports of Albacore were down for the first seven months of 1956, slashed more-than-half over the same period in 1955. A Northwest canner was reported to have purchased about 5,000 tons of summer Albacore from Japan, leaving about 7,000 tons, or more, for export from Japan.

Two canneries were operating on Albacore in San Diego, Westgate and Van Camp, in early August; and High Seas, affiliate of Star-Kist, was trucking Albacore from San Diego for processing on Terminal Island. Terminal Island canneries were operating on a consistent basis as the Albacore came to port. Franco-Italian began the season paying $375 a ton, later dropped to $360, then to $350. During the beginning of the season some boats delivered on an "open ticket."

Two of the first boats to deliver to Westgate at San Diego were the *Ma-Nee* which installed a Bendix direction finder before she left for the longfins. The skipper of the boat, Robert Shores, fishes with his wife, La Verne. Another early bird was the *Daisy Mae,* with husband-and-wife Jess and Ruth Meyers aboard.

Westgate reports that the first boat to deliver Albacore to the San Diego plant was the jigboat *JKJ,* with a one-man crew.

Several Albacore boats secured equipment at San Diego before leaving for the Baja California fishing areas. One was George Christopherson's *Shani,* given a Wood Freeman Metal Marine Pilot by Shepherd Marine. Shepherd installed an RCA ET856, Golden Courier radiotelephone, on Fred Rose's *Viking II* and the same model on the *St. Vincent,* Allen Humphrey.

Returning to the price of Albacore, it should be noted that the canners have negotiated with the Federated Fishermen's Association, which has in its membership various small boat cooperative organizations along the coast. William Farrar is general manager of the Federated association.

Early B.C. Herring Fishing Is Productive

To August 18 British Columbia herring fishing had produced 11,768 tons for the summer season, with most of the fishing on the east coast of Vancouver Island, where 3,000 tons had been taken in the lower area and 7,000 tons in the upper.

George Skarbo, Chignik Superintendent, Dies

George Arnold Skarbo, 50, superintendent of the Chignik cannery of Chignik Fisheries Co., dropped dead there Aug. 22.

One of the newer group of Alaska cannery superintendents, he had risen rapidly and on the basis of ability and a lifetime of background in Alaska and its fisheries. He was born in Minnesota in 1906 and went to Alaska first in 1922, where he worked on fishing boats, piledrivers and cannery tenders. In 1931 he joined the Bureau of Fisheries and served as captain of various vessels of its fleet until 1942, when he entered naval service.

He was in the Navy until 1947, rising to the rank of commander and serving as harbor master at Dutch Harbor Naval Station and also as a member of the Alaska pilot pool.

In 1947 he joined the Cape Douglas Canning Co. and was president of that company until it was acquired by P. E. Harris & Co. in 1951. In 1948 he was aboard the power barge *Skarstone* when it foundered in the Gulf of Alaska, being the only survivor.

From 1951 he was superintendent of the P. E. Harris Co. operations at False Pass until he shifted to the Chignik Fisheries Co. as superintendent.

Mr. Skarbo was a Mason and member of the Arctic Club. He is survived by his widow, a son, George Jr., and a sister. His brother, Harry Stewart, known professionally as Yorgi Yorgenson, was killed in an automobile accident in California earlier this year.

The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

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Today and Tomorrow

During 1955 the Salmon Industry was faced with the shortest pack in many years — resulting in higher production costs and higher selling prices. In addition, the industry faced low pricing on competitive food items and increasing Salmon packing activity outside the United States.

Therefore, the Industry is confronted with serious and growing problems. If it is to uphold the reputation that canned salmon has gained—for high nutritional value—for taste and attractiveness—for relative economy — each segment of the Industry must be ever vigilant to maintain high quality while cutting costs wherever and whenever possible.

We here at Pacific American Fisheries pledge our utmost to maintain and better the position of canned salmon on the nation's dinner table.

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Quality Always

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MILT JAMES—

Milton James

He Heard a Challenge

● Milton C. James, whose fishery administrative experience has run a more varied course than that of any other man, this summer added a new furrow to his brow, a new feather to his cap. He was appointed Oregon state fisheries director.

This is the same Milton James who, after Army service in World War I, was one of the first students of the University of Washington School of Fisheries; who entered the Fish and Wildlife Service (then the Bureau of Fisheries), and worked up through the Service to its peak, requesting retirement in 1951 when he was assistant director, in charge of fisheries.

He planned then to retire to a piece of waterfront property on Puget Sound, near Olympia, Wash., but Robert J. Schoettler, Washington fisheries director, asked him to join his department as a consultant and coordinator of contact with the national government agencies.

When the International North Pacific Fisheries commission organized its activities in 1954 it needed an executive director of experience. "Ask Milt James", someone suggested; and they did.

Would he take the job? Temporarily; yes; permanently, *no*. His interest in the project was keen, for had he not been a member of the delegation which had negotiated the treaty?

A few months later he reminded the commission at its second meeting that his acceptance had been temporary only; and that he was expecting them to secure a successor. He wanted to get back to his oysters near Olympia.

When he was relieved in the spring of 1955, Mr. James returned to Puget Sound, resuming his consultant relationship with the Washington department.

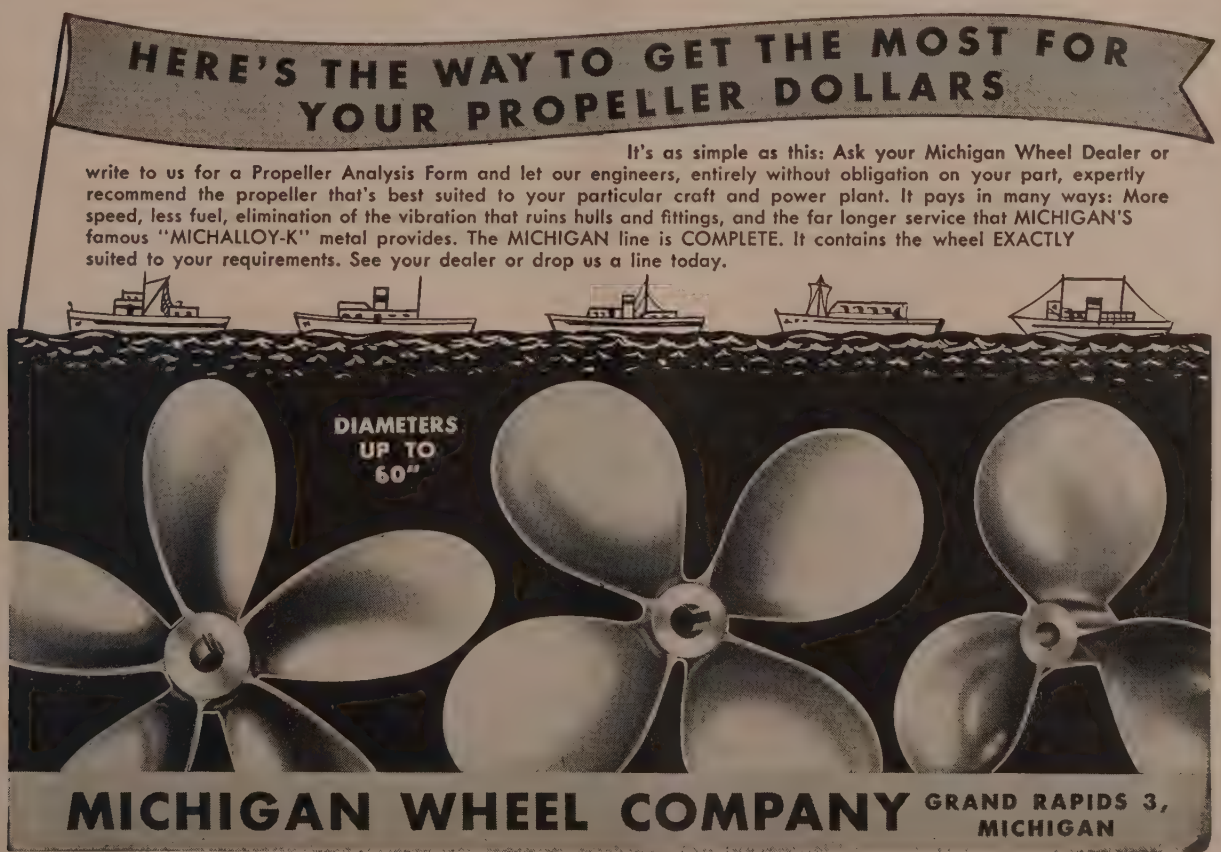
Six months, and John Gharrett resigned as coordinator of the Pacific Marine Fisheries Commission to join the Alaska division of the Fish and Wildlife Service. Whom could they get? Milt James.

Only a little more than six months thereafter the Oregon Fish Commission needed a director. From his office just down the hall in the Oregon Office Building in Portland, Milt James saw the need developing. He was a man who had retired to take things easy, but he was a man who heard a challenge in the need of the state.

So Milt James became Oregon fisheries director.

M. T. Hoy, whom he succeeded, was assigned to other duties with the Oregon Fish Commission.

In addition to appointing Mr. Hoy as director, the Oregon commission arranged to secure the service of J. C. Clausen, fishways engineer, on a six months leave of absence from the Washington Department of Fisheries, where he has designed and supervised construction of some of its notable fishways of recent construction.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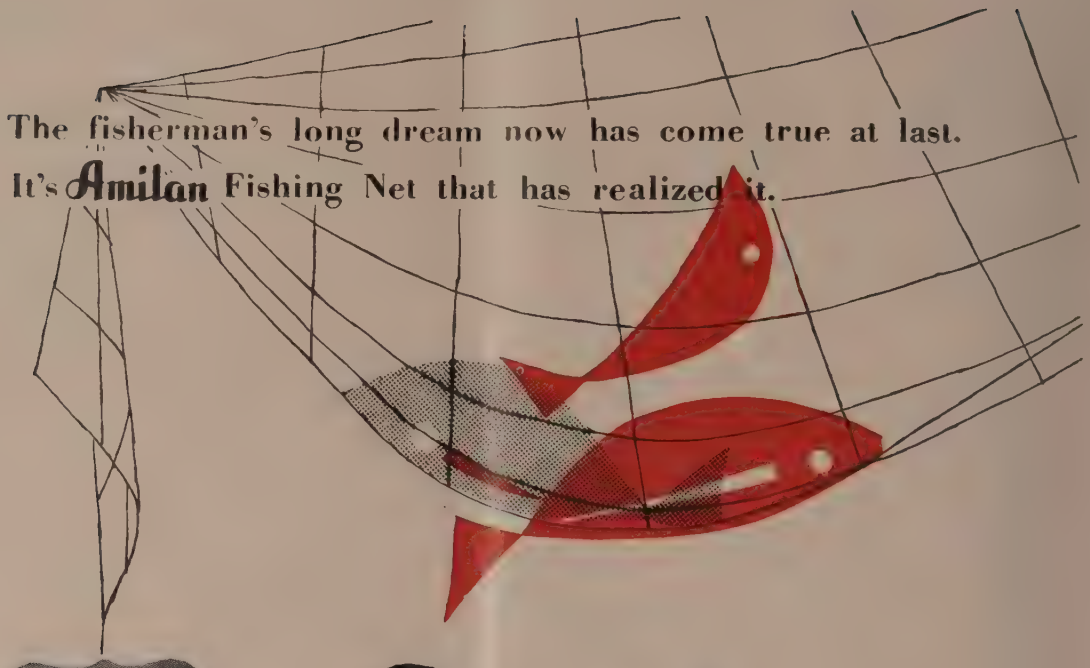

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Because:

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Area Report—
SAN FRANCISCO

"Business is Wonderful"

● "Business is wonderful."

"We never had it so good."

"*Terrific*—that's the only word for it."

"The fish trade's credit today is the best in history."

San Francisco speaking, and the quotes are direct ones from some of the leaders in the business there.

Sounds pretty good, eh? Not only that, it *is* good.

True, they were speaking largely as distributors, and of secondary sales rather than of primary production; but half of them were interested to a substantial degree in production, and there too the situation was good enough for a grin.

Fresh salmon shipments from San Francisco during the summer were exceptionally good, although the run did not compare in volume with the big one of 1955. The current catch was fair, and prices stable at around 40c for large troll Chinooks. Steady pricing at reasonable levels made San Francisco supplies highly attractive to the Eastern markets at a time when Seattle was paying above 50c for large troll Chinooks and over 40c for mediums.

In consequence, a substantial and unusual part of the rail car salmon supplies for New York and Boston rolled out of San Francisco this summer.

● *MILD CURING* was on the conservative side in the San Francisco area this season, in sharp contrast to the record production of 1955.

Why? Well, in the first place, the fish just weren't there to support a full-scale splitting operation like that of last year.

Second, there was the excellent and profitable outlet for San Francisco salmon in the fresh markets.

Finally, the trade recognized that the big mild cure pack of 1955 had created a somewhat risky situation, and they just weren't interested in taking a chance again so soon.

Selling of that big pack of California mild cure was accomplished on a satisfactory basis, despite some loss of sleep late in the spring. However, intelligent marketing policies, plus some good luck, and the good demand for fresh salmon, cashed the hold over from 1955 at sound prices and left the situation generally rosy.

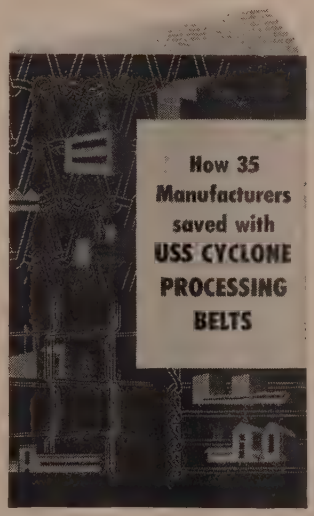
● *"CREDIT* has always been a critical factor in the fish trade in San Francisco, you know that", one leading San Francisco dealer told *Pacific Fisherman*. "Well, that's not so today. Our customers are all paid up and taking their discounts. It's really a wonderful feeling, to be selling fish rather than trying to collect accounts; and I think our customers like it better, too. Of course the improved credit situation is due primarily to the exceedingly good business we're enjoying here."

● *CANNED FISH* sales in the San Francisco area were not sharing the vigorous business reported for other divisions of the business during the mid-summer period. The export trade of California sardines and mackerel was definitely quiet, with an uncertain future.

The trade had its eye on canned salmon prices, and reports were rife in San Francisco that Reds could be had as low as $5 under the actual opening. Was it wishful thinking, or a deliberate effort to trigger a slip? You decide.

● *ANTIBIOTICS* are commanding a lot of interest among San Francisco fish wholesalers, who are watching developments in the poultry business with a sharp eye.

They feel that there is no doubt use of antibiotics on fresh fish will be authorized, and that the poultry trade's experience can serve as a highly valuable guide to the probabilities which can be expected in the case of fish.



Learn how to cut production costs!

Often, high-cost, manual methods may price a product out of the market. In most of these cases, up-to-date use of a USS Cyclone Processing Belt could do much toward lowering costs by eliminating needless manual operations. If you feel that hand-processing or time-consuming production methods are adding to your production costs, send for Cyclone's Processing Belt Booklet. You'll find it's packed with facts, pictures and helpful hints on how to lower costs through the effective use of metal Cyclone Processing Belts. The booklet is yours without obligation. Just mail the handy coupon . . . today.

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This year the oldest cordage company in the West celebrates its 100th year of manufacturing.

Ever since July 23, 1856 when Hiram and Alfred Tubbs made the West's first rope, Tubbs' cordage products have played an important role in the development of western industry.

Tubbs' rope sailed with the clipper ships, rode the Concord stage coaches, worked in the mining camps and on the cattle ranges; earning a solid reputation for rugged dependability.

This tradition of service continues today in the fishing, lumbering and transportation industries—on the farm and in the home.

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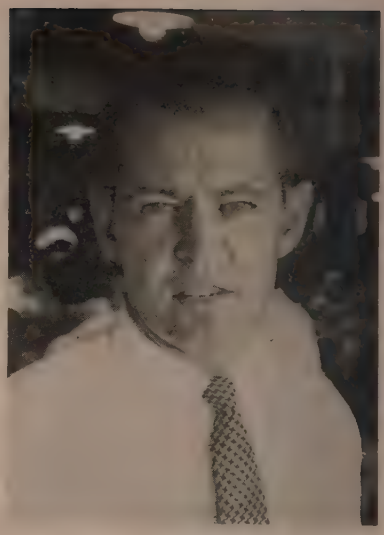

Martin Quamma, newly appointed manager of the Van Camp Sea Food Co. operations at Astoria, Ore. He was transferred from the plant at San Diego, but until recently was in charge of the Van Camp operations in Samoa.

Hard to Find Buyers For Bluefin Catches

Control of sailings of California tuna clippers and tuna purse seiners by major canneries was still in effect in August, but the number of bait boats and seiners unloaded (excluding Albacore fishers) was running about the same as in 1955.

Bluefin was the problem child of the tuna fishery in August. There was a good run on for local Bluefin off the Southern California coast, but some canneries apparently didn't want any. There were several reasons, one of which was the over-supply of lighter types of tuna.

And, there was the matter of price. The fishermen's unions were insisting in early August that the $260 price be maintained, but canners announced they could not pay this for bluefin.

Schools in the vicinity of Catalina Island in early August were "jumpers", according to fishermen out of San Pedro.

Tuna purse seine tonnage was outdistancing that for a similar period in 1955. The same situation was true of the bait fleet, and to a greater extent. The total fleet tonnage as of July 31 was about 30,000 tons greater than in 1955.

The control of sailings ranged from 20 to 60 days in variation, depending on the capacity of each vessel and the canners' backlog of tuna. Yellowfin continued to bring a $270 per ton price; Skipjack was down the list at $230.

Gerald Frink, Washington Iron Works Head, Dies

Death came in mid-summer to Gerald Frink, 80, president of the Washington Iron Works, Seattle, one of the pioneer manufacturers of diesel engines and marine deck equipment.

Mr. Frink had been president of the company since 1914, succeeding his father, who founded the business in 1881.

Washington diesels power many fishing vessels in the Pacific fleet, a faithful monument to the company who made them and the man who headed it from the first days of diesels on the Pacific.

1957 Alaska Regulations Hearings Are Scheduled

Hearings on the 1957 hearings schedule by the U. S. Bureau of Commercial Fisheries will begin with a session at Dillingham, Alaska, October 1, ending with a three-day run in Seattle November 7-9.

Dates of other hearings are: Anchorage, October 3; Homer, October 4; Kodiak, October 6; Cordova, October 8; Juneau, October 15; Sitka, October 16; Ketchikan, October 18; Wrangell, October 19.

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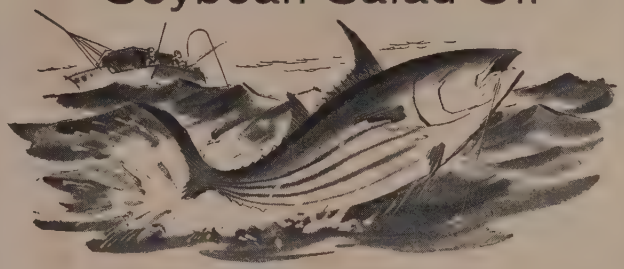

If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

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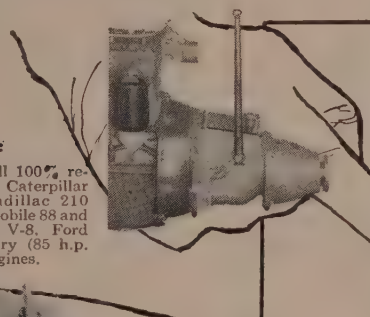
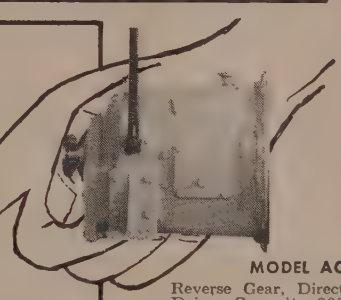
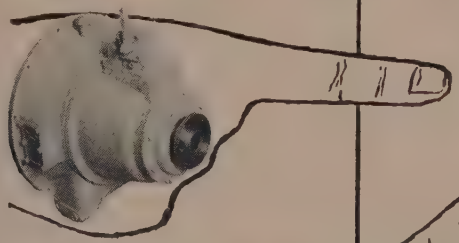
for MANEUVERABILITY and DEPENDABILITY everything points to "The Capitol"



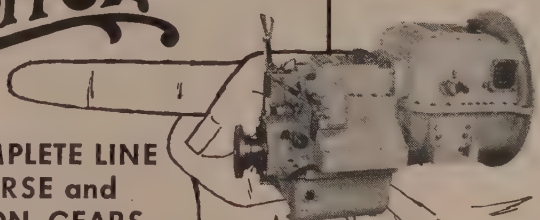
MODEL EF
features full 100% reverse. For Caterpillar D-311, Cadillac 210 h.p., Oldsmobile 88 and 98, Buick V-8, Ford and Mercury (85 h.p. and up) engines.



MODEL AC
Reverse Gear, Direct Drive. Capacity 300 h.p. at 1000 RPM. Also available with reduction ratios of 2:1 and 3:1.



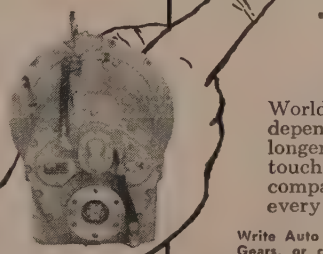
MODEL HYCD-200
Hydraulic Reverse Gear. For pleasure or work boats with engines up to 300 h.p. at 2200 RPM. Available with reduction gear 1½:1; 2:1; 2½:1; 3:1; 3½:1; 4:1; and 4½:1.



...the COMPLETE LINE of REVERSE and REDUCTION GEARS

World famous Capitol Gears give smooth dependable control, instant response, and longer service life. Features include finger-touch control, instantaneous reverse and compactness. There's a Capitol Gear for every job.

Write Auto Engine Works, Inc. for complete information on Capitol Gears, or contact Harlan McKay, 4100 S. E. Morrison St., Portland, Oregon.



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Reverse and Reduction Gear. Full forward and full reverse. For gas engines to 250 h.p. at 4000 RPM and diesel engines to 150 h.p. at 3,000 RPM.
Now available—the New "2HED" reverse and reduction gear.

MODEL FG
Reverse and Reduction Gear. Capacity 500 h.p. at 1000 RPM. Reduction ratios—2:1; 2½:1; 3:1; and 3.75:1.

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Next time you buy fishing rope, get Roebling Preformed

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It lasts

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Call your distributor or the nearest Roebling office ... they're in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

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NORTHILL...THE LIGHTWEIGHT ANCHOR WITH THE BULLDOG GRIP!

The test of an anchor is how it holds in a hard blow. And commercial fishermen everywhere will tell you that a Northill secures your boat in any wind. Its scientific design grips into any bottom, yet breaks out easily when you're ready to move on. And it's light...easy to handle and quick to stow. 3 to 105 lbs., for boats up to 80 ft.

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AIR CRUISERS DIVISION

BELMAR, NEW JERSEY

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

September, 1956

What Will the Imports Be? Is Salmon Market's Query

● Supply rather than price continued the principal concern of the primary salmon market as presstime and the closure of the last open area in Alaska approached together.

Leading factors were out with prices, true; but how much fish might be expected from Japan and Canada remained a key question.

One sales manager who is good at guessing figured 300,000 full cases of Pinks from Japan, plus 50,000 from Canada, total 350,000 cases against about 490,000 cases of 1955 pack. He figured 100,000 cases of Chums from Japan, and none from Canada, vs. 15,000 cases of 1955 packing from both sources.

Japanese prices didn't look like bargains, but some business was being placed before presstime by the more optimistic importers.

● American pack of Pinks was generally expected to be close to the 1,000,000-case mark, depending on the results of the late fishing in the South Prince of Wales district of Southeast Alaska.

Chums were sure to be short, *really* short, with only about 500,000 cases of summer pack. With prices now quoted at $21 on these summer goods, it is certain that there'll be fall packing pressure. If results are no better than in 1955, this won't amount to much; but forecasting the fall Chum volume is always risky. Quality is quite constant at levels below that of the standard summer Chums.

An Alaska Red pack right about the million-case mark was certain. Cohoes and Kings to late August were close to last year's light packs.

● *Opening prices* were announced August 17 by California Packing Corporation at $34 per case for tall Reds, $23 for halves Red; $24 for tall Pinks and $21 for tall Chums.

Puget Sound Sockeyes, with a pack disappointing to some, but closely in line with run expectations, were commanding $24 for fancy hand-filled halves, with the usual dollar differential for machine-filled halves and quarters at $13.

Columbia River fancy Chinooks were priced at $24 for advertised brands, but some well known brands were available as low as $22, where they looked like a bargain.

Alaska pricing on Reds in talls and halves showed considerable variation among sellers in August, ranging from $33 to $34 for talls and $21 to $23 for halves; but the early quotations on Pinks and Chums in talls showed surprising uniformity at $23 and $21.

What few Cohoes were offered appeared with tags of $30, $16 and $9.50 for talls, halves and quarters.

TV Features Tuna

California's tuna fishing and canning industry was well covered on a recent TV show, originating in Los Angeles on KTTV.

Basis for the two-day feature was a film taken aboard the Chicken of the Sea tuna clipper, and the program also emphasized the nutritional aspects of canned tuna and tuna recipes.

Cocktail Anchovies

The Santa Cruz cannery at Moss Landing is packing a new product called Surf King cocktail snacks. The can contains California anchovies, put up in hot tomato sauce. Joe Olivieri is president and general manager of the cannery.

Tuna Inventory Runs Above That a Year Ago

Inventory of canned tuna from the Southern California pack in August was estimated a little above that of 1955, with advertised prices continuing depressed. There were variations in price of chunk, advertised labels, ranging from 23c to 29c, retail.

One chunk pack, not of the "big three", was advertised in the Los Angeles papers at 2 for 29c. In July the chunk pack of one of the largest packers was advertised, "four for $1.00".

On the other hand, some chunk, advertised labels, was listed as high as 29c—the 6½ oz. can.

National Tuna Week, September 13 through 22, was expected to move a large amount of canned tuna, with the Tuna Research Foundation, Terminal Island, working with related food manufacturers such as Carnation milk, Minute Rice, macaroni manufacturers.

Secretary of the Interior Seaton announced in late July that the Fish and Wildlife Service gives full support to a joint industry-government sales promotion designed to move canned tuna into trade channels, institutional and consumer.

Peruvian Bonito Pack Short of Expectations

Production of canned bonito in Peru for the season, which ends usually in April, amounted to between 1.4 and 1.5 million cases. It was expected earlier that production would break all previous records, but due to a labor controversy with the fishermen during the height of the season, this prediction was not realized. On the basis of the early prospects several exporters oversold and had difficulty meeting their commitments.

California Tuna Operations — July, 1956

(Approximate figures for tonnage and total case pack)

San Pedro		San Diego		Combined
Species	Tons	Species	Tons	Tons
Yellowfin	7,497	Yellowfin	2,426	9,923
Skipjack	2,997	Skipjack	1,328	4,325
Bluefin	149	Bluefin	1	150
Albacore	3,682	Albacore	1,691	5,461
Yellowtail	30			30
Total	14,355	Total	5,461	19,816
Pack in cases	701,279	Pack in cases	262,911	964,190

Mid-West Fish Sales Today Highly Sensitive to Prices

● Halibut distributors in the Middle West had adequate inventories for summer-end sales and were reticent about ordering more goods at prevailing prices. They'd wait, they said; obviously hoping for declining market.

This was the view expressed in Seattle in late August by Louis H. Frohman and his son Arthur, important fish marketing specialists through their Chicago firm L. H. Frohman & Sons.

They returned to their headquarters with the impression from the Coast that there were no strong indications of fall decline evident.

● *SHARP UP-TURN* in private label selling of chunk style tuna in the Chicago territory was reported by the two Frohmans. They find the larger chains committed to renewed merchandising of their private brands, in addition to substantial stocks of national brands, of course. Some excellent quality goods at attractive prices are available for private labels, and are finding buyers readily.

Retailers like to handle tuna right now. There's a moderate profit at the shelf price at least—not so certain about specials—and the turn-over is substantial and consistent.

● *SALMON SUFFERS* from short supply and long price, particularly in the grades which can't qualify for specialty standing.

The Chicago merchandisers are convinced that the dangers could be offset by a promotion campaign which would sustain salmon in consumer interest against the day when the pack may again be such as to demand merchandising to the fullest degree.

● *SPECIALTY* items in the frozen fish group continue to increase in numbers, and probably in attractiveness. Certainly they win buyers for a time, and seem to draw some trade away from fish sticks. The sales of sticks seem to have levelled off, although not necessarily to have slipped into decline.

Britain Buys 150,000 Cases of Kegani Crab

Sales of 150,000 cases of Kegani or Hairy canned crab was concluded recently between Japan's Daiichi Bussan and Britain's Henry W. Peabody & Co.

Shipment had to be concluded by the end of September, when the import license expires. Price was reported at from 102/6 to 104/6 ($14.35-$14.63) per case, cif. British port.

Most of the purchase was of 1956 packing.

The United States market bought 50,000 cases of Kegani crab last spring.

Southern Californians Drill for "Fish Parade"

It's salmon as the August seafood of the month, as far as the Southern California Fisheries Association is concerned, with crab meat and Albacore running a close race.

In connection with National Fish Parade, October 29-November 3, advertising will be conducted through the media of grocery and restaurant publications, direct mail to trade, point of purchase material, newspaper space, radio and television time, silk screen cards for outdoor displays, store merchandising.

The Southern California members have the assistance of George Torrey, among others, sub-committee chairman of the wholesalers and processors group.

Columbia River Packers Assn., Inc.
Astoria, Oregon

the BRAND of DISTINCTION
Another OXENBERG Product

PACKED BY
INDEPENDENT SALMON CANNERIES, INC.
KETCHIKAN, ALASKA
Office: BELL STREET TERMINAL, SEATTLE 1

They Add Up To A Lot of Sales!

Oceanic
SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

B.C. Packers Expanding Actively in U. S. Field

● Sales and other income of British Columbia Packers, Ltd., in 1955-56 totalled $48,755,639, approximately the same as in the previous year.

In his annual report for the year ended March 31, 1956, John M. Buchanan, who recently was elevated from presidency to chairman of the board, states that cost of sales and other expenditures for the period amounted to $44,908,554, leaving gross income at $3,847,085. Profit, after depreciation, taxes, etc., was $1,470,853, compared with $1,492,-708 in 1954. Working capital totals $12,756,962, or $941,060 higher than in the previous year.

Mr. Buchanan mentions the purchase of an interest in the Coast Oyster Co. with its operations in Washington and California and the building of a plant in Los Angeles for the processing, packaging and freezing of "ready to use" fish products, including fish sticks, breaded shrimp, breaded fillets, fish and chips and prepared oyster products. He reports that a modern building has been planned for Chicago to meet the needs of the company's expanding sales in that area. This will provide enlarged and efficient facilities for storage and distribution of a large variety of fresh and frozen fish products. The company also acquired a new office building adjacent to the site it has occupied for years.

Summarizing marketing developments of the past year, Mr. Buchanan points out that in spite of sharply reduced production of Sockeye and Chum salmon, dollar sales volume was well maintained, and the poor production of Sockeye and Chum was offset to an important degree by a large pack of Pinks and a record herring catch during the 1955-56 season. Diversification has been one of the factors that has given the company stability.

"We cannot envision a greater industrial tragedy than to embark on some hydro-electric development which would have the effect of destroying irretrievably any part of our salmon resource", declares Mr. Buchanan, "and then to find in the matter of a few years that a comparable output of power could have been secured from a source which would have caused no loss to our fisheries."

Van Camp Net Jumps To $1.1 Million

Cheerful tune in Southern California's tuna industry was the announcement that the Van Camp Sea Food Company reported net income, for the 12 months ending June 2, of $1,119,000, as compared to the preceding fiscal year of $40,630.

The sales for the current 12-month period, ended in June, is said to be the largest volume in the company's history.

Gilbert Van Camp, president, stated the company expects further increases in canned tuna sales, which have gone up 60% in the past six years.

Divoteering Due Sept. 21

The Fish Divoteers will hold its 18th annual fall golf tournament Friday, September 21, at the Rainier Golf & Country Club in Seattle. Announcement was made by Ralph Syverson, San Juan Fishing & Packing Co., president of the organization.

MILD CURE— Pack Low; Cost High

● *Mild cured* salmon production to the end of August was substantially below that of 1955—but *that* was a big year.

Mild cure splitting for 1956 at the end of August could be seen as much more closely in line with the five-year average for the half-decade *before 1955.*

Mild cure pack of the current year is very short in Alaska—short of average.

Mild curing in California was predicted at the end of August, with only two more weeks of trolling left there, as not above average for the years before 1955.

Mild cure production at Seattle will be quite good, due to the pressure for packing during August. This does not mean that local fishing has been good—for it hasn't. It means, rather, that Canadian and Oregon Coast trolling was rather good during the late summer—and that a lot of the fish taken there were run to Seattle for curing.

Mild cure price is due to be high. Look at the bidding for splitters. Large Red Kings have commanded above 50c dressed head-on at the Seattle auction all summer. You can't pack bargains when you pay that for salmon.

Mild cure suffered from the insatiable demand for salmon in the fresh and frozen trade. The fresh shippers and their customers couldn't seem to get enough; and more and more of the largest smokers in the fancy markets are using frozen salmon for their product. In Los Angeles, in Miami, in Brooklyn this is true, and the trend continues to grow and spread. The dealer likes it also, for it adds outlets. Put your salmon in freezer and you can sell it to the smokers or the fresh trade. Put it in casks, and it's good only for smoking. That's simple business, and its a big factor in the cured fish trade and its suppliers today.

British Salmon Purchase From Soviet Reduced

British import quotas for canned salmon from North America for the year ending June 30, 1957, are the same as for the preceding year, but there was a reduction of U. S. $616,-000 in the quota from Soviet Russia.

The North American quota, covering Canada and the United States together, calls for U. S. $8,400,000 on an f.o.b. basis or U. S. $9,240,000 c.i.f.
an f.o.b. basis or U. S. $9,240,000 cif.

From the Soviet Union Britain will buy canned salmon valued at U. S. $2,800,000 f.o.b., or U. S. $3,080,000 c.i.f.

In short, Britain will buy salmon from U.S.S.R. to the extent of one-third of its purchases from Canada and the United States.

Cigars From Requa

Harold Requa, Jr. recently became a father—his first child, a son, weighing eight pounds, and named Harold Mead. Mr. Requa is sales promotion director for Breast-O'-Chicken tuna, packed in San Diego by Westgate-California Tuna Packing Company.

SAN JUAN
STEAKS FROM THE PACIFIC!
fresh frozen
HALIBUT AND SALMON
PORTION CONTROLLED STEAKS
and now . . .
HALIBUT SALMON and FISH STIX
fresh frozen — breaded — ready to cook
SAN JUAN
SAN JUAN FISHING & PACKING CO.
FOOT OF STACY STREET — SEATTLE

VITA FOOD
TRADE MARK
PRODUCTS, INC.
GENERAL OFFICES — NEW YORK CITY
Importers & Exporters — Producers, Packers, Smokers
FISH OF ALL KINDS
Mildcured and Frozen from all Principal Centers of Alaska
SEATTLE OFFICE — 1844 WESTLAKE NORTH

IN CHICAGO BUYERS "Phone FROHMAN for Fish!"
A COMPLETE SELLING ORGANIZATION
COMPLETE TRADE COVERAGE
50 YEARS OF SALES PROMOTION AND MARKETING EXPERIENCE
NATIONALLY RECOGNIZED HIGH STANDARDS OF SERVICE
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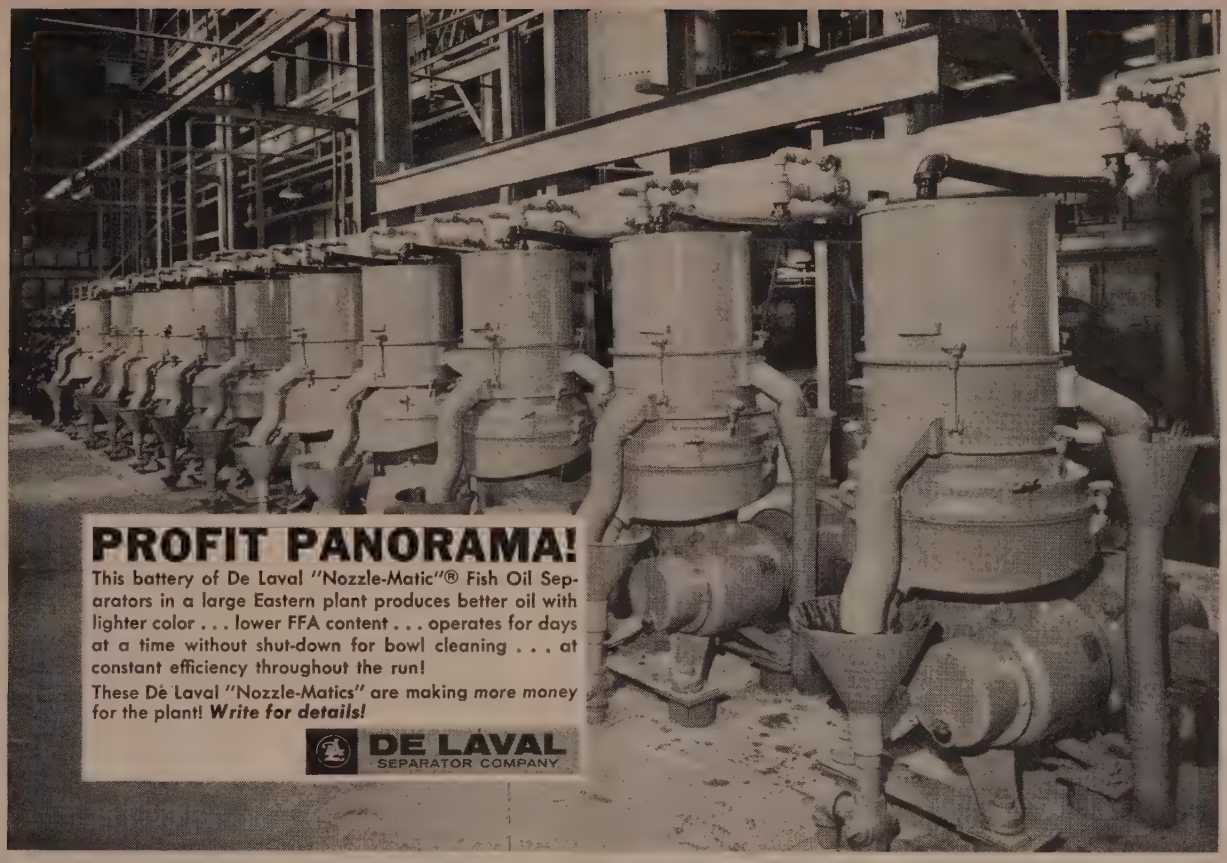
L. H. FROHMAN & SONS Sales Agents
FOR PRODUCERS OF CANNED AND FROZEN FISH AND SEA FOODS
510 NORTH DEARBORN STREET CHICAGO 10


PROFIT PANORAMA!
This battery of De Laval "Nozzle-Matic"® Fish Oil Separators in a large Eastern plant produces better oil with lighter color . . . lower FFA content . . . operates for days at a time without shut-down for bowl cleaning . . . at constant efficiency throughout the run!
These De Laval "Nozzle-Matics" are making more money for the plant! Write for details!
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When Mrs. America goes shopping...
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Call collect for fast cannon-ball service in just hours
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Saves You Time

Whether you are spotting time-tested fishing banks or determining the fastest course for your ship, Radiomarine Loran (Model LR-8803) cuts your running time to the barest minimum. Fast, accurate fixes speed your ship by determining your location . . . maintaining your course. And it operates in all weather . . . foul or fair.

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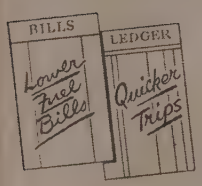

With Radiomarine Loran you can take advantage of favorable ocean currents that conserve your fuel. Quick positioning in any weather means cutting trip time . . . eliminating costly delays. And for fishing men, Radiomarine Loran helps you find the most profitable fishing banks quicker, indicates when you arrive, and helps keep you directly on your fishing position at all times.

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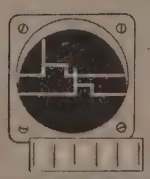

Instantaneous Positioning

Direct reading . . . calculates automatically. Simplifies pin-pointing your position on Loran charts. Recessed scope and dial make day or night reading quick and easy. Whether you are on a fishing boat, tanker, cargo ship or luxury liner, steer your course to greater profits with Radiomarine Loran.

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write for free information now!

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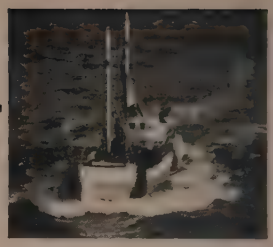
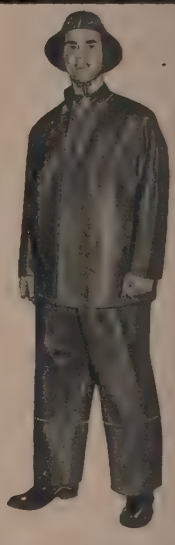
HIGH SEAS— DRY YOU!



Shipping green water? Let it come! U. S. Rubber Raynsters are designed to keep you watertight. And they're specially compounded to fight off abrasions, sun and cold.

U. S. Peerless Neoprene Suit
• Neoprene coated outside, inside • sheds acids, oils • smooth corduroy-tip collar • full-length jacket • bib-front overalls, adjustable • cut-off band, shortens without raveling • in black, yellow, olive drab



U. S. Ruff-N-Tuff Eureka Suit
• strong, heavy-coated fabric • vulcanized waterproof seams • inside fly front • corduroy-tip collar • bib-front overalls • elastic suspenders • cut-off band, shortens without raveling • in black, yellow

Storm King Boots • tempered rubber • reinforced toe • deep-cleated outsole

US ROYAL FOOTWEAR

Black Body Boots • "Shockproof" insole • cleated outsole • webbing shoulder straps

U. S. INDUSTRIAL RAYNSTERS®
U. S. ROYAL RUBBER FOOTWEAR

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US RUBBER **United States Rubber**
Rockefeller Center, New York 20, N. Y.

Law of Ocean Fisheries To be Shaped This Fall

● Importance to American fisheries of the International Law Commission's report to the United Nations Assembly next fall remains despite the ILC decision not to attempt to fix the exact width of territorial waters in international law.

This is the consensus of Pacific fishery people following most closely the involved processes and reactions from which international law affecting the fisheries eventually will crystallize.

Going into the autumn period which will see the ILC making its report to the UN Assembly after five years of cogitation, the United States' position with respect to the report seemed to have consolidated to a marked degree, with the various elements of the industry and the Department of State finding ground on which they all could stand with conviction and unity.

● The International Law Commission, an agency of the UN charged with developing positions in international law, and which has been studying the "regime" of the high seas for five years, recently decided that "international law does not permit an extension of territorial waters beyond 12 miles". The United States, Great Britain and the Soviet Union were among the majority of nine nations voting for this position.

The ILC, however, took no definitive position as to the breadth of territorial waters *within* 12 miles. Noting that many states had declared for territorial waters wider than three miles; and that others refused to recognize widths of territorial waters greater than those which they claimed, the ILC decided "the breadth of the territorial sea (within 12 miles) should be fixed by an international conference."

When this may be undertaken is indefinite, *very*.

While obviously the ILC position that territorial waters may not exceed a width of 12 miles under international law puts a check on the jurisdictional claims of some nations, it must be recognized that these assertions of jurisdiction generally are couched in terms which claim authority for extended jurisdiction without ascribing the status of territorial waters to such extended areas.

3 Mid-Pacific Mothership Expeditions Are Licensed

Tentative target of 15,000 tons of tuna from the mid-Pacific seas is set-up for the three Japanese tuna mothership expeditions licensed in August. All of this fish will be delivered by the end of December.

The three expeditions include:

No. 3 Tenyo Maru, 3,700-tons of Taiyo Gyogyo K. K., with 30 tuna fishing vessels. Under a provisional license this fleet has been fishing since May with a target of 5,400 tons. She is due home in September.

Tenyo Maru, 10,000 tons, Taiyo Gyogyo K. K., with 50 fishing vessels working toward a "norma" of 7,400 tons, was due to leave in mid-August.

Kaiko Maru, 4,500 tons, owned by Nippon Suisan K. K., served by 20 fishing vessels, was booked to leave early in September with a target of 2,200 tons.

Heavy Tuna Deliveries Made to Columbia

Unusually heavy frozen tuna deliveries have been made to Astoria in recent months, the latest at press-time being the *Saipan Maru,* formerly of the Columbia River Packers Association fleet, which brought 1,100 tons to that company.

Previous substantial deliveries included 400 tons of tuna, mostly Yellowfin, brought direct from the southern banks by the clipper *Queen Mary* for Van Camp. A short time before the same company received 240 tons from the clipper *Renown.*

Total imports for May at Astoria were 1,810 tons, for June 824 tons, and for July 1,871 tons, total 3,505 tons, of which about 2,500 tons were Albacore. Included in the deliveries were 40,000 lbs. of prepared loins cut to can size and ready for canning.

Hydraulic Oyster Dredge

Preparing to harvest its Humboldt Bay plantings, Coast Oyster Co. is having an hydraulic oyster dredge built at Eureka, Calif., for its operations there. The dredge, which will go into operation this fall, is reported to follow in principle the hydraulic harvesting system successfully employed by Coast Oyster on Willapa Harbor.

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says Moses Schonfeld of New York City, owner of the Debbie & Jo-Ann.

The 78' scallop dragger Debbie & Jo-Ann, operating out of New Bedford, Mass., has reported many profitable trips with trouble-free gear operation. The Debbie & Jo-Ann is equipped with a Wolverine-Waukesha WM1905 diesel engine with a SNOW-NABSTEDT 3:1 reduction marine gear.

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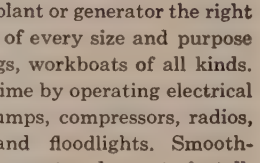
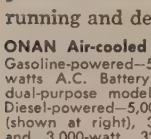
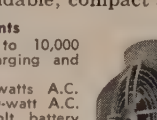
ONAN Water-cooled plants
Gasoline-powered—400 to 3,000 watts. A.C., battery charging and dual-purpose models. Diesel-powered—3,000 watts A.C. and dual-purpose A.C.-battery-charging model.





Model 3DSP, 3KW Diesel-powered



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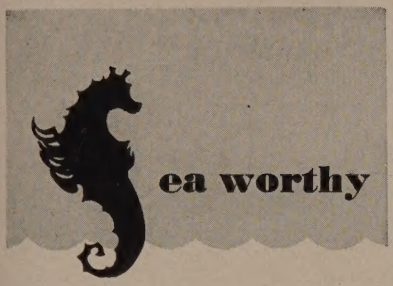

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Western-Waxide Advances Page to Big Responsibility

Four sales personnel promotions in the Western-Waxide Specialty Packaging Division, Crown Zellerbach Corporation, have been announced by George W. Donald, general sales manager, San Leandro, California.

C. Vernon Page, formerly frozen food sales supervisor for the Northwest area, has been appointed district sales manager, frozen food products, for the 22 Western states. Mr. Page, who has been with Western-Waxide since 1950, is now located at the San Leandro headquarters.

Kenneth D. May has been transferred from Denver to the firm's New York office as a Sales Representative.

C. K. McCourt, former manager, sales service department, North Portland, will replace Mr. May as sales representative for Western-Waxide in Denver.

W. M. Wright has been assigned the Northern California territory as sales representative for frozen food product sales.

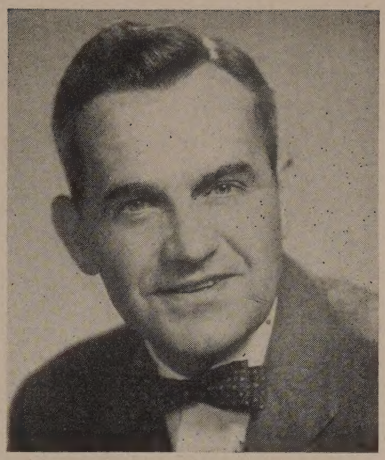
Super Glosseal Released After 3 Years of Tests

In order to help frozen food packers meet the tremendous growth in competition and consumer demand, Western-Waxide Specialty Packaging Division, Crown Zellerbach Corporation, three years ago undertook the development of a new high gloss waxed paper overwrap to permit faster wrapping machine speeds.

Last month first runs were made on this new wrapper called Super Glosseal.

In discussing the development of the new paper, P. J. Metz, Packaging Research Development Laboratory head, said: "A packer doesn't need new machinery to use Super Glosseal, and the new wrap takes high wrapping speeds in stride."

Karl Wuestenfeld, Western-Waxide Frozen Food Sales Manager, stated: "Food illustrations on the new high gloss wrappers look fresher, more appetizing.



C. Vernon Page, who becomes district sales manager for frozen food products in 22 Western states for Western-Waxide Division of Crown-Zellerbach.

Marathon Men Busy At Packaging Show

During the recent Western Packaging Exposition in Los Angeles, the Marathon Corporation personnel was busy manning a booth, which displayed many packages designed for frozen fish and seafood merchandising. Marathon men at the Exposition, including assistant advertising manager, P. R. Rundquist, were regional managers K. G. Houts, D. C. Mitchell and William Venable, all from Marathon's San Francisco office; Dick Lemberg, Doug Morisette, Dick Bothwell, Jack Clinnin, Dave Wilson, Bob Deats and Don Coslett of the Los Angeles office.

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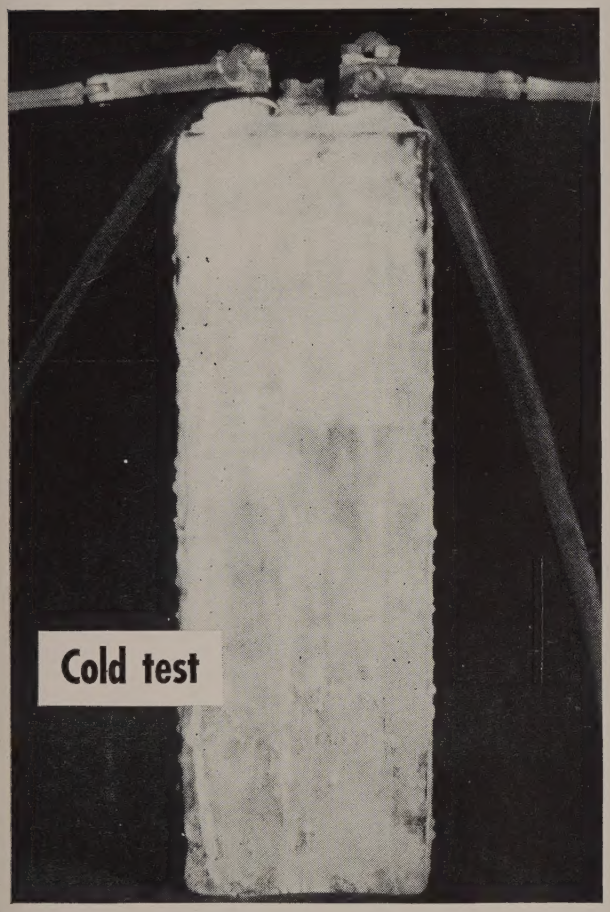

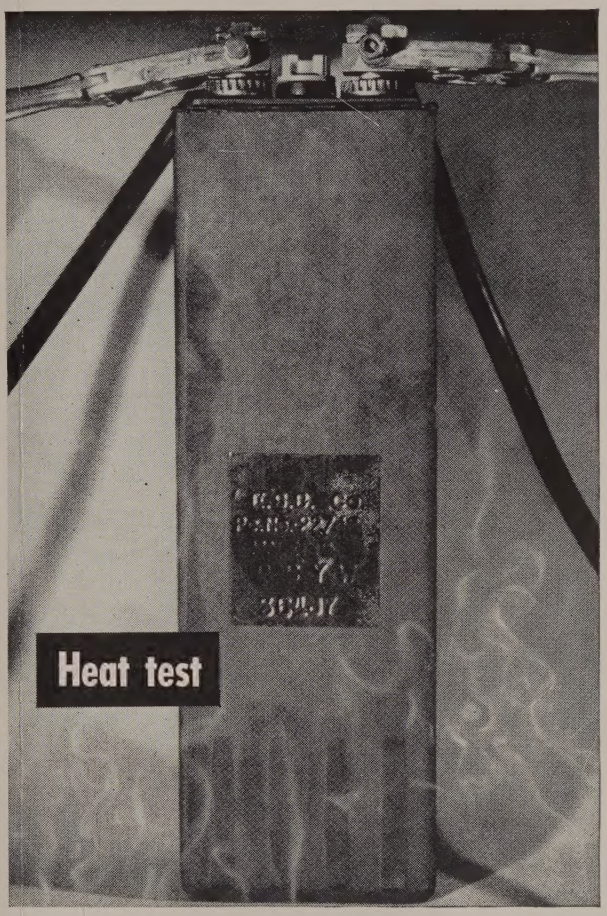

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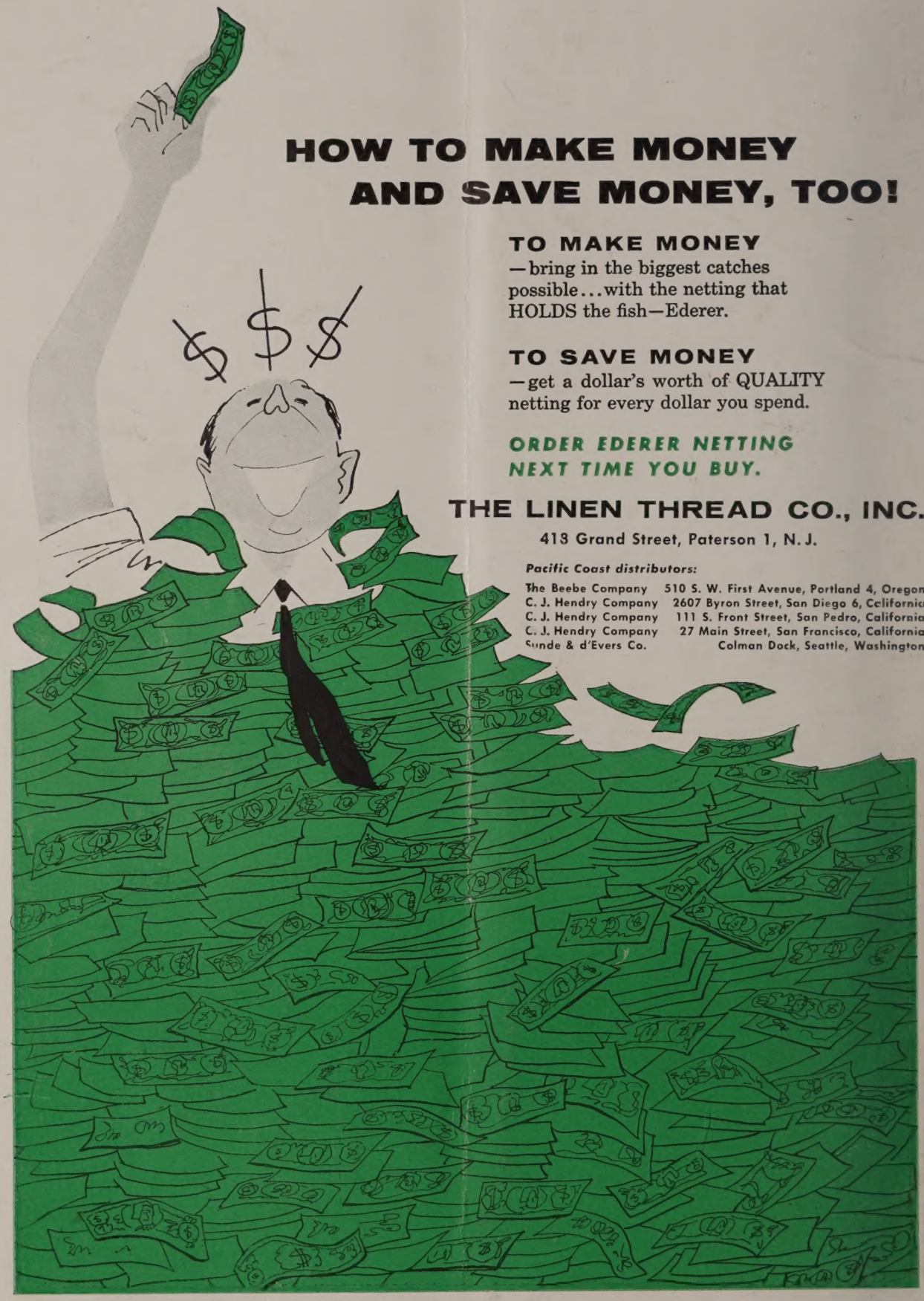

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